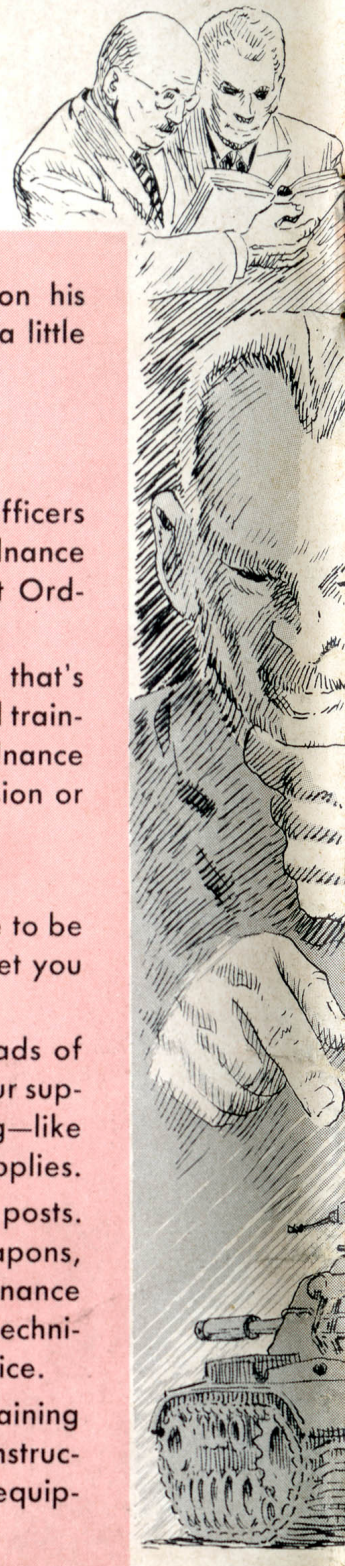
Issue 41
PS
1956 Series
THE PREVENTIVE MAINTENANCE MONTH
Dear Connie
TO KEEP EQUIPMENT RUNNING FINE
YOU HELP US WITH IT ALL THE TIME
SINCE MAINTENANCE IS OUR ONLY LINE
WON'T YOU BE OUR VALENTINE?
the Gang
To Connie
P.S. Magazine
WILL EISNER

How to get that—

MAINTENANCE KNOW-HOW



Of course everybody in your outfit's up-to-snuff on his maintenance know-how. But sometimes you **do** need a little help on an extra tough problem. Right?

So, what do you do? Where can you get help?

Well, there are several places. Try these for size—

Your own Ordnance or Engineer units have trained officers and men who are available to help you with your Ordnance or Engineer equipment. The same's true of your Post Ordnance and Post Engineers.

They can give you a hand with a maintenance problem that's got you stumped. Or, if you think your men need special training in some phase of their work, then these sharp Ordnance men or Engineers can visit your unit for a training session or have you come to their shop for instruction.

And, that's not all.

They can tell you if your equipment's in the right shape to be used and how to use and operate it right. And they'll let you know if you're using your stuff right.

They'll give a hand in figuring out your unit's basic loads of supplies and equipment. You can have them go over your supply operations, and they'll show you how to do everything—like making out issue slips, keeping records and storing supplies.

Then, you've got some extra help at various Army posts. They're civilians — and top-notch specialists in weapons, tanks, vehicles and the like. Those you find for Ordnance equipment are called Ordnance Corps Maintenance Technicians, and they work out from your Post Ordnance office.

These men'll give your unit special training in maintaining Ordnance equipment. They'll hold classes, give group instruction—in fact, do practically anything to help keep your equipment in tip-top shape.

All you need to do is contact your supporting Ordnance or Engineer unit to see about getting the help you need.

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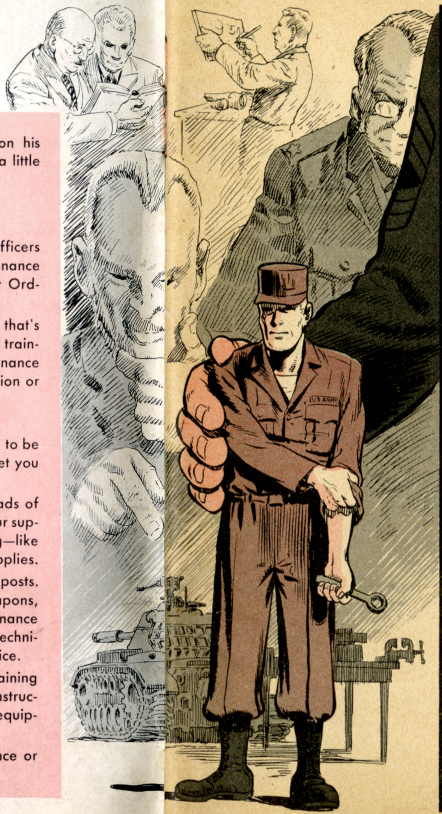

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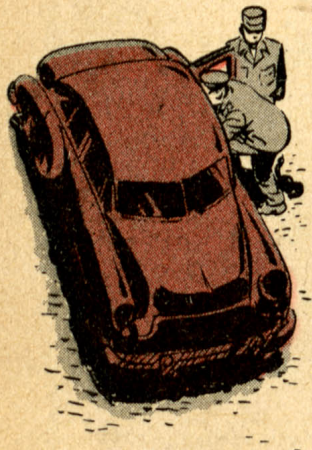

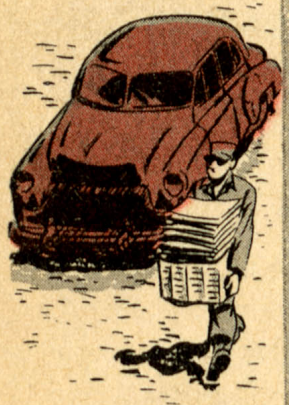

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Just when do I use TM 9-2810 (Tactical Motor Vehicle Inspections and Preventive Maintenance Services) and TM 38-660 (Preventive Maintenance for Administrative Vehicles)? I'm in a mess, and unless I find out soon when to use one or the other, I'll go nuts.

This is how it stacks up in this TO&E MP outfit: Most of our vehicles are commercial sedans, which are used for a number of jobs including chauffering visiting VIP's around. We also have a few Jeeps and 2½-ton trucks. Seeing that the majority of the vehicles are sedans, though, we've naturally been doing our maintenance according to TM 38-660--and we've been gigged for it. The inspectors say that TM 9-2810 is the book we should use.

Maybe I've already gone off my rocker, but I just can't see it. You'd better help me out.

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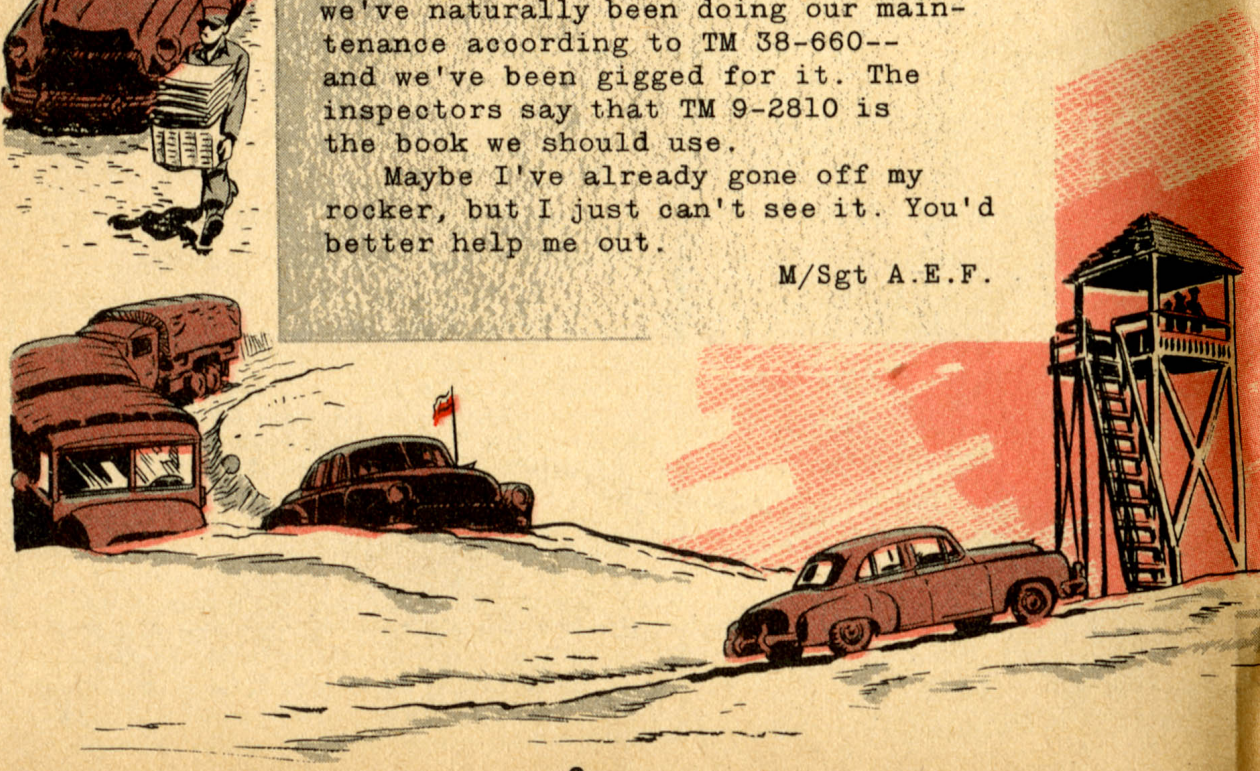

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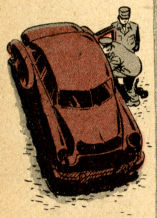

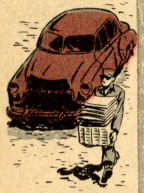

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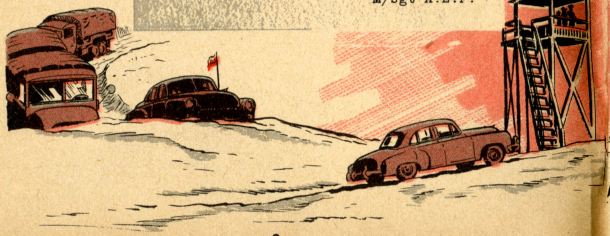


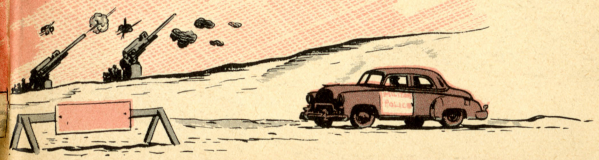
Dear Sgt A. E. F.,

When it comes to a problem like this, I'll try to stop your lid from doing flip-flops by supplying the right answer.

Used is the key word. And by **used** is meant the primary job a vehicle is assigned to do.

Your MP outfit is a TO&E unit. All vehicles in your outfit whether they're commercial sedans or ¼ ton Jeeps, are tactically-used vehicles simply because they're assigned to a TO&E unit which is a tactical outfit. Paragraph 2 c (1) of AR 700-105 (26 July 1950) says, "... **Tactical use** of a vehicle is any use in **direct** connection with combat or tactical operations, or the training of troops for these operations."

This goes right to the heart of your problem. Your vehicles are all being used tactically, because these're the vehicles you'll use in a combat or tactical operation—and you train the men of your outfit in the use of these vehicles for these operations. Even if your commercial sedans were being used to pick up and deliver groceries, as long as they're assigned to your TO&E outfit,



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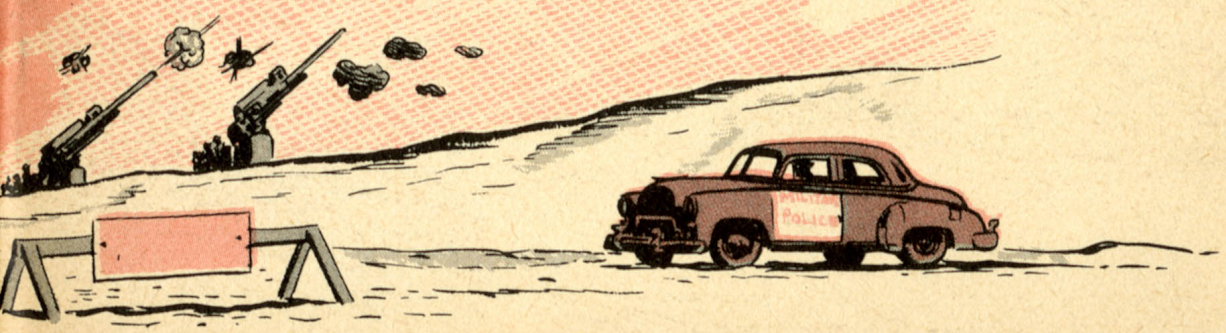

they're considered tactically-used vehicles and will be maintained according to TM 9-2810.

The same AR 700-105 says this about administratively-used vehicles: "... **Administrative-use** of a vehicle is any use **not directly** connected with combat, tactical, or service unit operations or the training of troops for these operations."

Let's say you get three 2½-ton M135's from the post motor pool to transport your men to classes. This is not in direct connection with combat or tactical operations, and these trucks will be maintained according to TM 38-660—because they're assigned to the post motor pool which is not a TO&E outfit.

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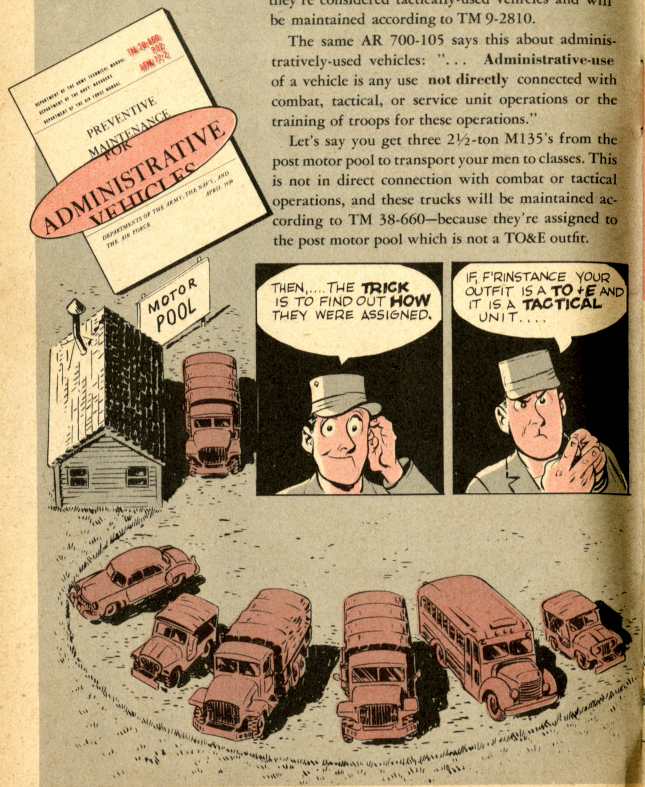

So now you see that a 2½-ton truck can be used and maintained administratively and a commercial sedan can be used and maintained tactically.

TM 9-2810 explains its use right in paragraph 1 a. This is what it says: "This manual outlines the procedures for use with operational and organization-maintenance forms, records and reports prescribed by the Department of the Army for **tactically—used** motor vehicles. It does not apply to **administratively—used** motor vehicles and materials-handling equipment. TM 38-660 outlines procedures for **administratively—used** vehicles."

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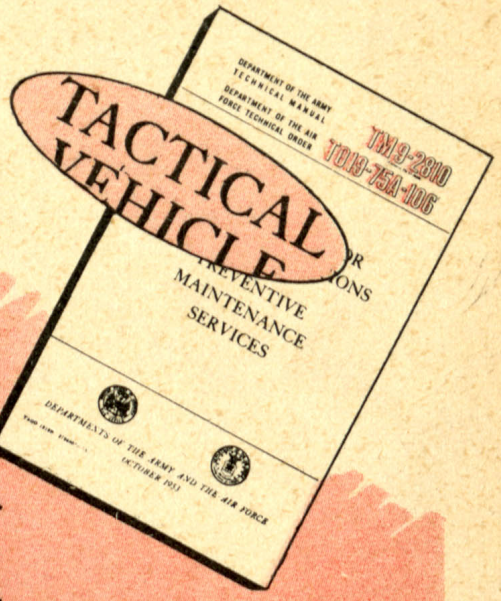

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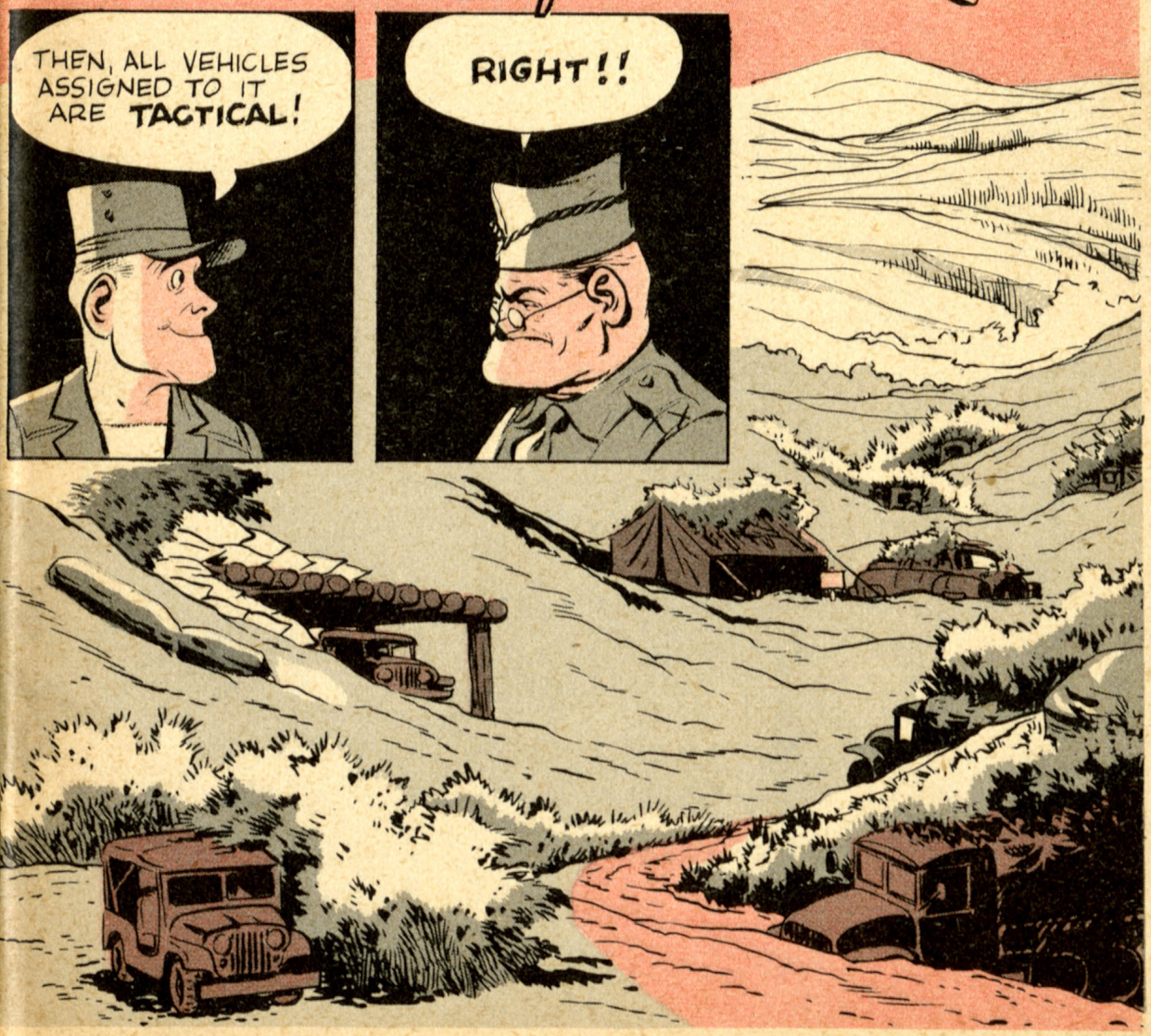

When It Comes To Storage—

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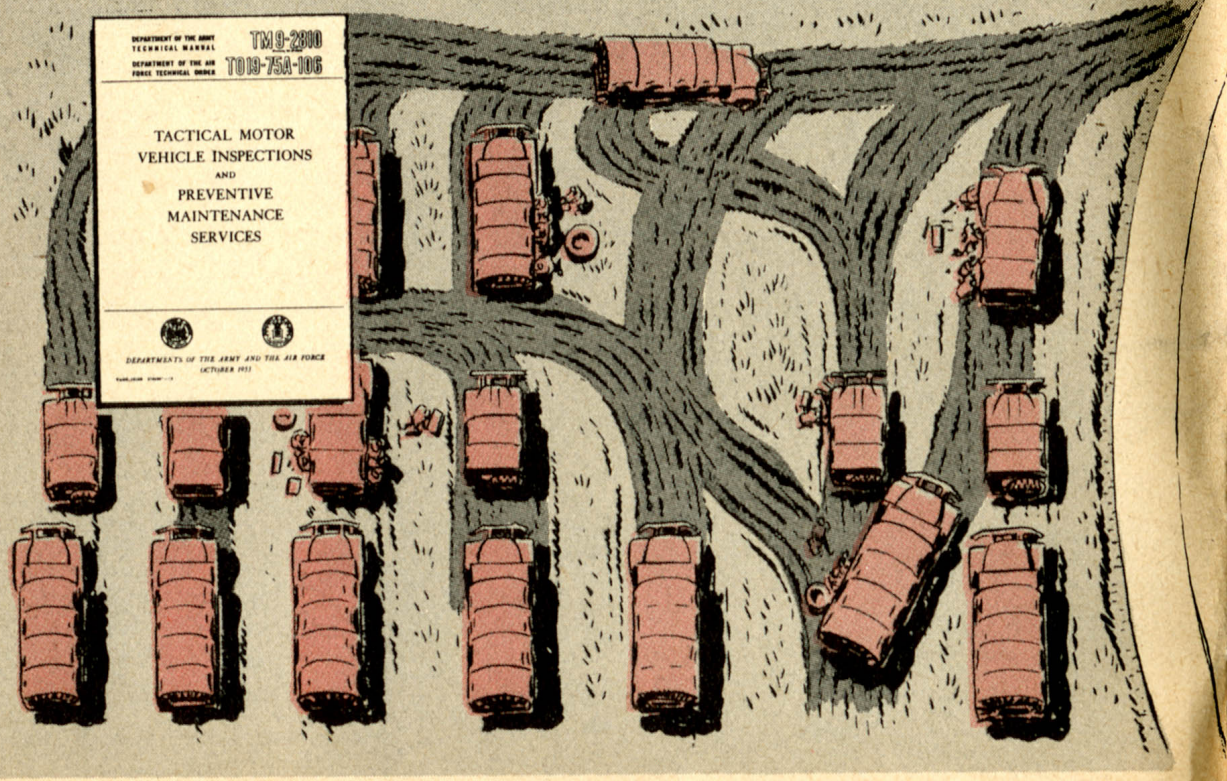
The question of limited storage has been bugging people for some time now—and yet everything you need to know about any kind of storage and how it affects your outfit is right in the book.

You can put a vehicle in limited storage when you don't expect to use it for a time—like when you don't have enough drivers to go around. You can keep a vehicle in limited storage up to 180 days—it says so in Change 6 to AR 700-105 (Jan 54). If you're going to keep a vehicle in storage more than 180 days, it goes into standby storage—and it can stay in standby storage up to three years.

It's up to the using unit to keep and maintain vehicles that're in limited storage. Just like AR 700-105 (26 July 1950) says: "The vehicles assigned to user organizations and not required for use may be placed in limited storage **when authorized** by Army commanders or overseas commanders, or the heads of technical services concerned in class II installations. The responsibility of vehicles stored under such authorization will remain with the **using organization to which assigned.**"



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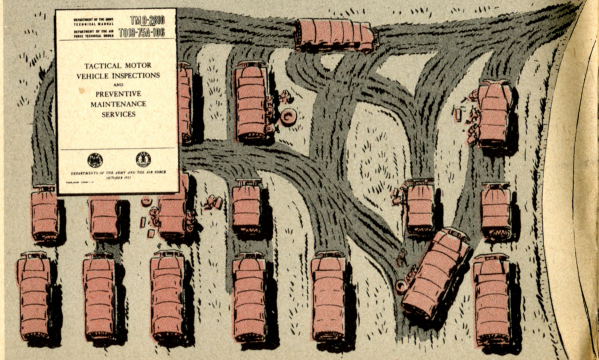
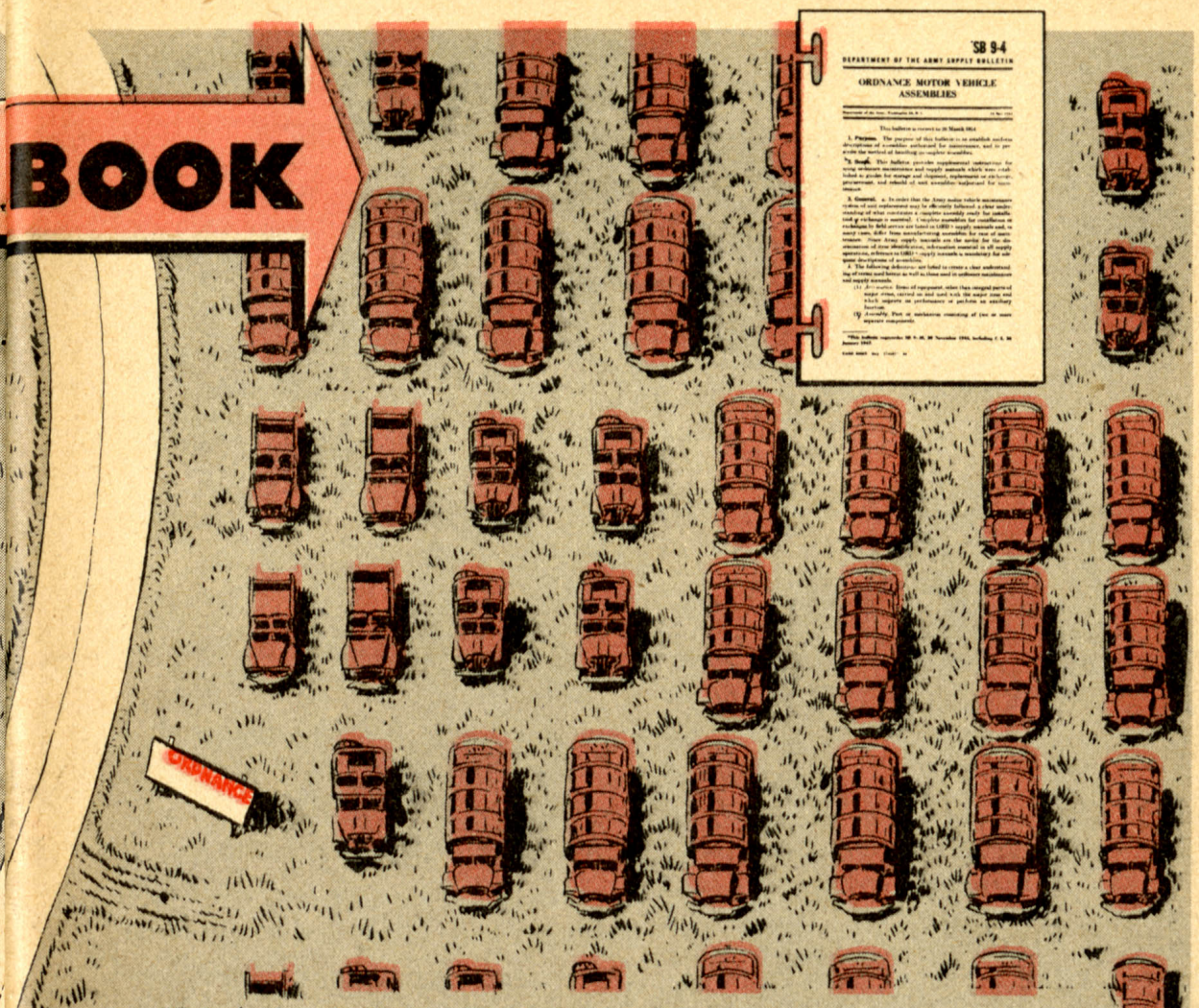


SB 9-4 (June 52) and TM 9-2810 (Oct 53) together will give you all the dope on how to get vehicles ready for storage and, after they're there, what to do to keep 'em in shape.

Here's what TM 9-2810 says: "The commander will require the complete daily **A** and weekly **B** or biweekly **B** preventive maintenance services to be accomplished on all vehicles before being placed in limited storage, and will place the vehicles in the most favorable location available to him, which affords protection from exposure to the elements and to pilferage. The vehicles will be marked 'Limited Storage' and will not be operated while in this category. . . .

"Where the period of storage must extend beyond 90 days (now 180 days) the local Ordnance officer will be required to place the vehicle in 'Standby Storage' in accordance with SB 9-4. Visual inspection of vehicles in limited storage will be conducted **(as called for in SB 9-4)** at least twice each month to detect corrosion and rust. When corrosion and rust



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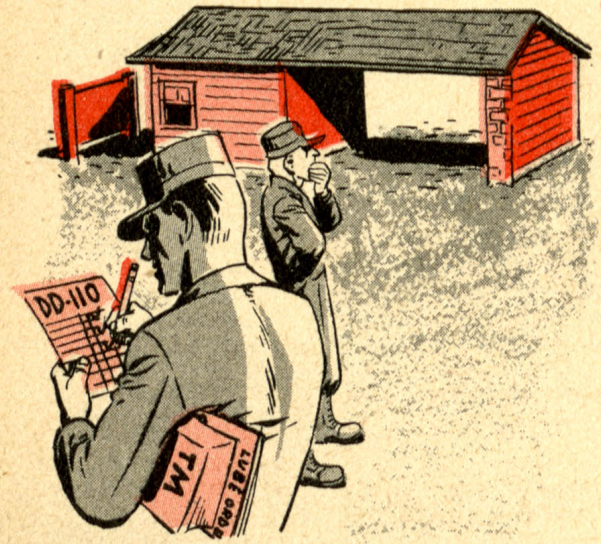
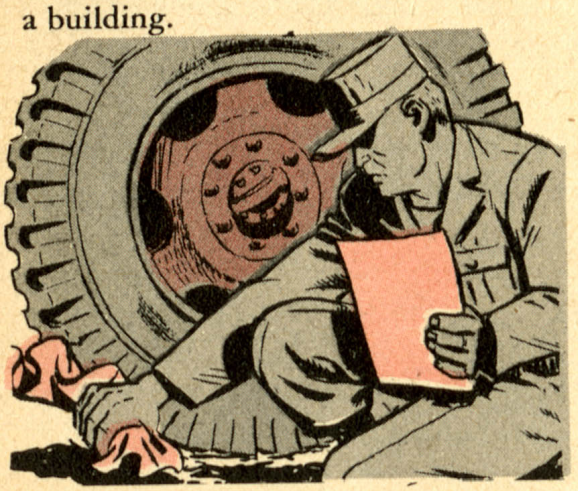
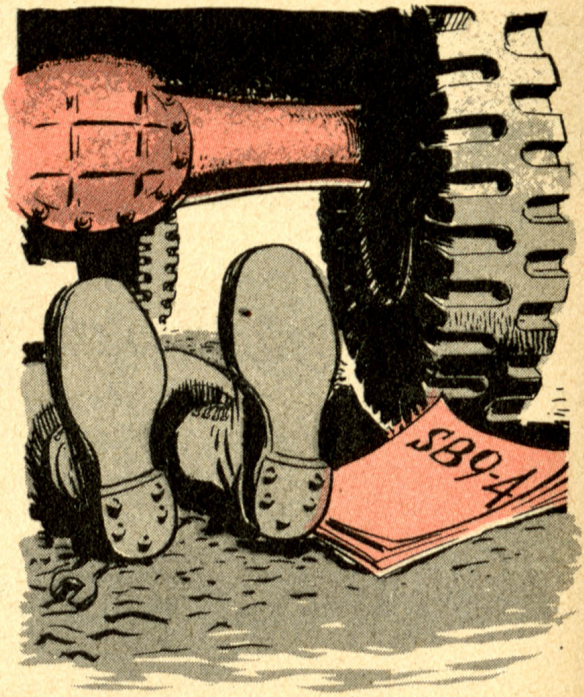


This all means that before you put a vehicle in limited storage, it'll pull its daily, weekly or biweekly maintenance (whatever service is due). Look for a good spot—best place, o'course, is inside a building.



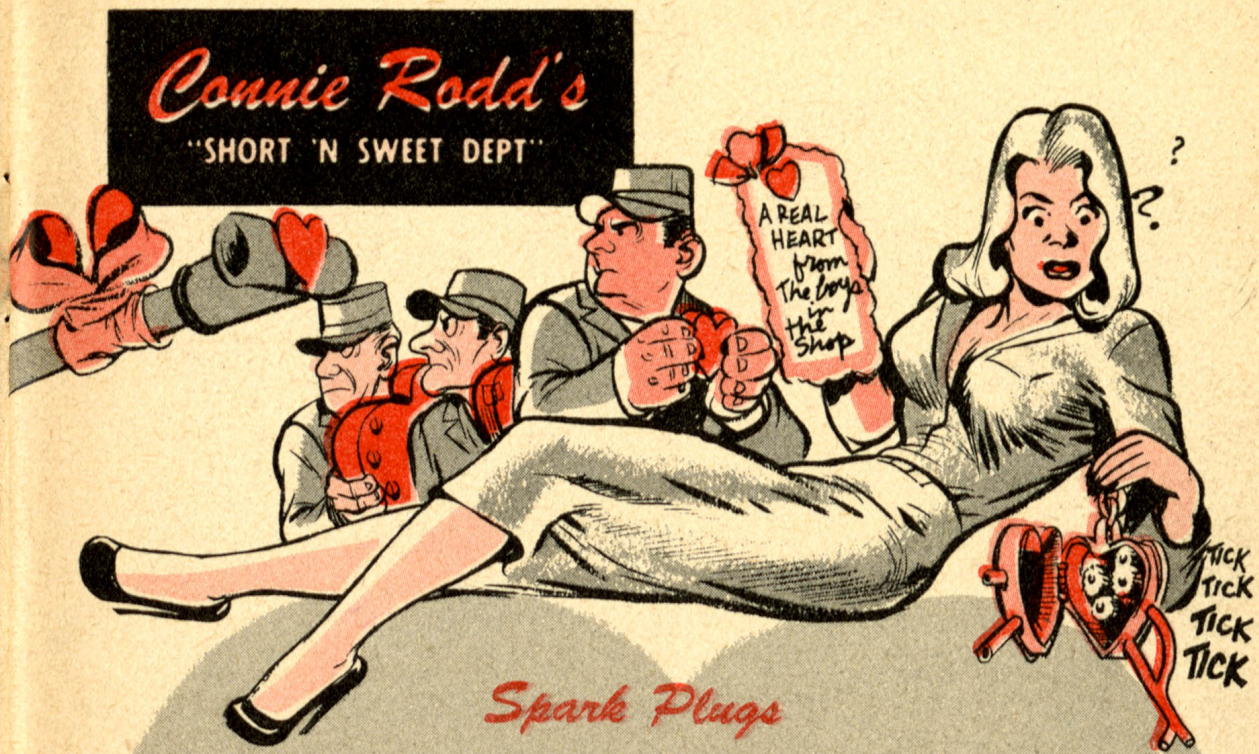
But if you don't have a hut, stick the vehicle on the best possible solid or paved ground you can find—and keep those tires out of any oil, grease or lube splotchin' on the land. AR 700-105 clues you in on location of vehicles in storage.

And then you go to SB 9-4, which'll tell you how to look over your trucks



while they're in limited storage and what to look for. You'll also find the pre-storage info laid out for you in this SB.

When a truck's in standby storage, there're certain things you've got to do to her to keep her engine in shape. This is all given in SB 9-4. If you haven't got a copy of this SB, order one right now. The distribution formula says outfits as far down as company are authorized to have them.



Spark Plugs

Here's a small reminder on spark plugs for your military trucks.

VEHICLE	M38 (1/4-ton)	M38A1 (1/4-ton)	M37, M42 Series (3/4-ton)	M133 Series (2 1/2-ton)	M44 Series (2 1/2-ton)	M39 Series (5-ton)
SPARK PLUG	B	B	A or B	A or B	A or B	A or B

Spark plug A—Plug, Spark, Ord Stock No. H004-7524258 (Ord Part No. 7524258).
Spark plug B—Plug, Spark, Ord Stock No. H004-8357724 (Ord Part No. 8357724).

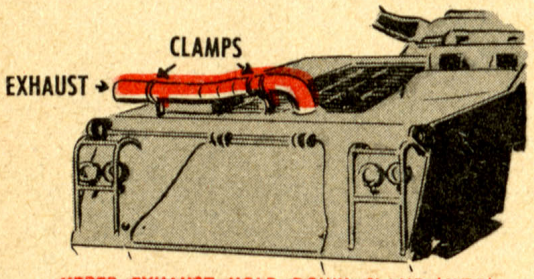
Here's what to do when your vehicle's supply manual lists both plugs---

Spark plug **A** is the colder plug of the two, and can be used when eliminating such conditions as spark knock or pre-detonation.

Spark plug **B**, the "hot" plug may be used as an "optional plug" for your machine. These "hot plugs" are to be used when you see signs of the "cold" plugs fouling out. Go by the instructions in the TM of your vehicle before changing from one spark plug to another to eliminate pre-ignition or detonation. This hot plug'll burn up excess oil and gas wastes, keeping them off the electrode. It can be the answer to your prayers when the engine is acting up and you need to go.

Hold 'er down

Best keep a good eye on those hold-down clamps on your M75's upper exhaust pipe—and keep 'em tight, like the TM says. A loose pipe flopping around



UPPER EXHAUST HOLD-DOWN CLAMP (M75).

can cause separation of exhaust ball joints, let heat and flames escape, burn out your upper hull wiring harness. Tch. Tch.

Hold 'er newt!

She may do some rarin' if you're not giving her the attention she deserves. It's your machine gun that you have to keep your eye on. Make sure you're not trying to put her thru her paces with something she can't take.

For instance, there is a blank firing attachment (Ord Stock No. A006-8412139) you've got to use on your .30-cal M1919A4 machine gun when you fire blanks. The filler piece of this attachment fits in the feedway of the gun and won't let you feed in a live round when you're firing blank ammo.

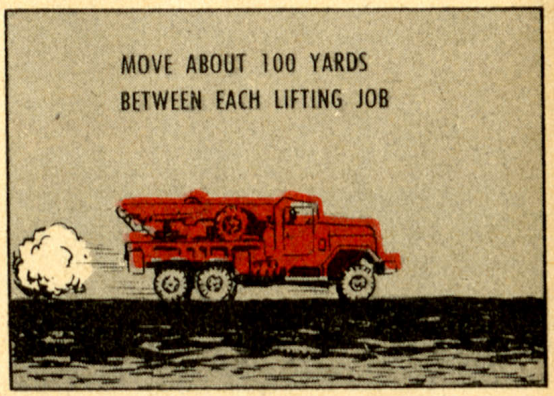
So—you just never fire blank ammo unless you've put this filler piece on your weapon though the gun'll operate without it if the short round stop has been installed according to MWO Ord A6-W14.

M62 transfer case bearings

You guys with the M62's listen to this: You might risk transfer cases failure by running your crane too long without moving the truck.

It works like this—when you are using your crane, the transfer case is in neutral, as you know. Well, the bottom gears, which are in the lubricant, are not turning. But the top shaft is turning in its bearings. So there is no splash of oil coming up to lubricate the bearings on the top shaft. Lube gets up there from running the truck, but after it drains down, you've got dry bearings. This is very ungood.

Until something can be done to correct this problem, you'd better be sure



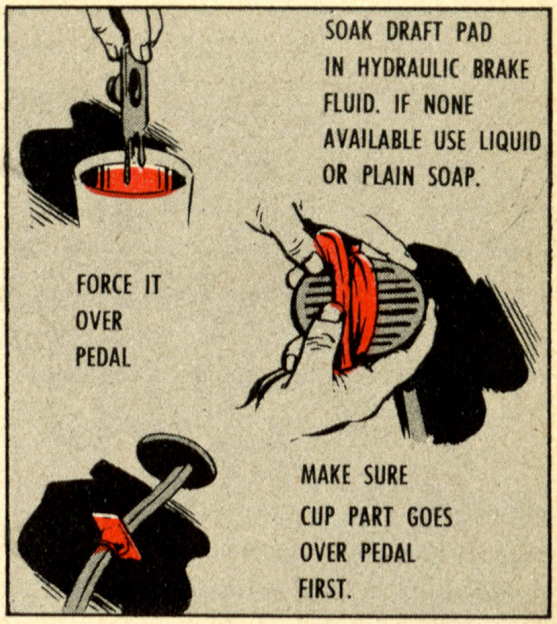
you move the truck a hundred yards or so between each lifting job—also before you use the crane if the truck has stood all night.

Another thing that'll help, when you're working with a crew which is pulling a power pack or something like that. Take your main transmission out of gear while you're waiting for 'em to break the connections and so on, or better yet, shut the engine off.

It'll stretch!

So you've been cutting those rubber draft pads to put them on the brake and clutch of your ¾ ton 4x4 truck M-37, M43, and then wiring them back together? And you're ready to give your truck back to the Indians 'cause those draft pads will not stay put?

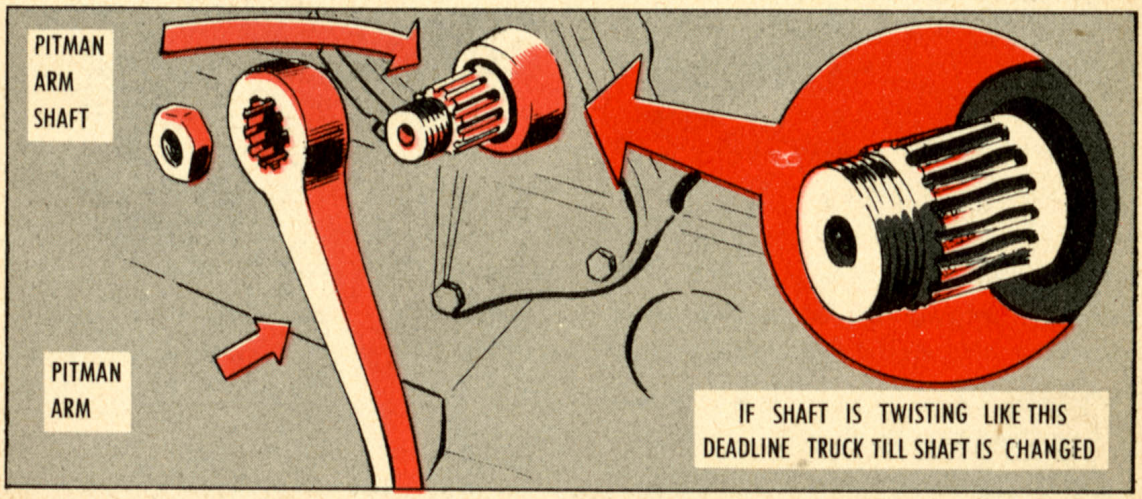
Well, keep it a while longer. Here's what you can do—soak the draft pad (Ord Stock No. G741-7351174) in hydraulic brake fluid, then stretch it over the pedal. It's a tight squeeze but it'll go. You can use liquid soap or even plain old soap if the brake fluid isn't handy but it'll take a little more elbow grease and a few extra cuss words. When you get it over the pedal just slide it on down and through that little hole in the floorboard and you're ready to take off.



Better make sure you're not getting those pads on upside down. The flat side's supposed to fit tight against the back of the floorboard, so make sure the cup part goes over the pedal first.

Watch that shaft

Keep your eyes on that pitman-arm shaft in your M133 series 2½-ton GMC truck. There've been reports of them twisting and breaking off—no steering.



Keep inspecting that shaft like it says in TB 9-819A-17 (12 Nov 54) to make sure it isn't twisting. If it is, deadline the truck until you get the shaft changed.

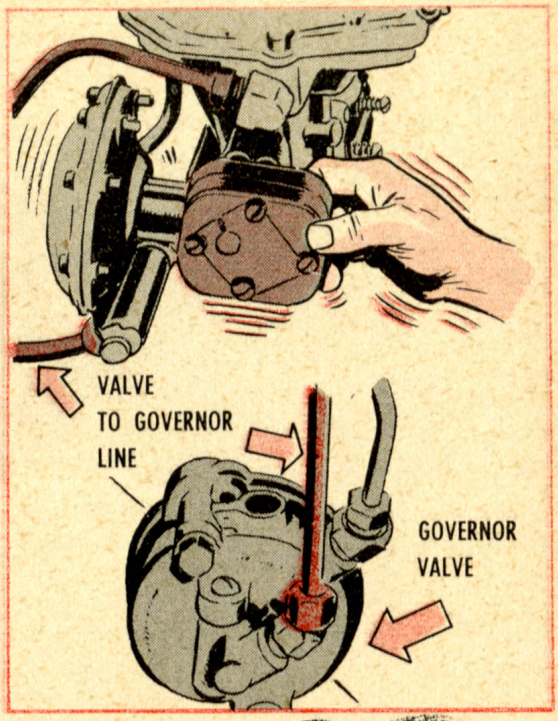
Limp Governors

A loose governor leaks vacuum and it's got to have that vacuum to control your vehicle.

Keep an eye on the governors on your 2½- and 5-ton M-series vehicles. Their mounting screws (inside the governor's throttle-valve-body) sometimes work loose from vibration, and the governor assembly loses its grip.

To test for looseness, grab the governor by the diaphragm-end and gently try for up-and-down play. If it's solid, OK. Otherwise, report it to Ordnance.

It's also important to keep all governor air line connections tight. Any loss of vacuum will affect the proper operation of the governor system.



Cool, man, cool!

When running oil-pressure checks on your CD-850 tank transmission, you may have a tough time loosening test plugs while the slush-box is hot. 'Specially if they're the hex-socket plugs found on the early 850's. Hear guys have been breaking hex-plug wrenches left and right on those babies.

Secret of success here is to break all the plugs loose first—while the power pack's cool. Just a half turn or so—on each plug you're going to remove for the testing. Then they'll come out easy, as you go through the checks.

Later transmissions come fitted out with hex-head test plugs—which helps the situation considerably. They're Ord Stock No. H006-0283190.

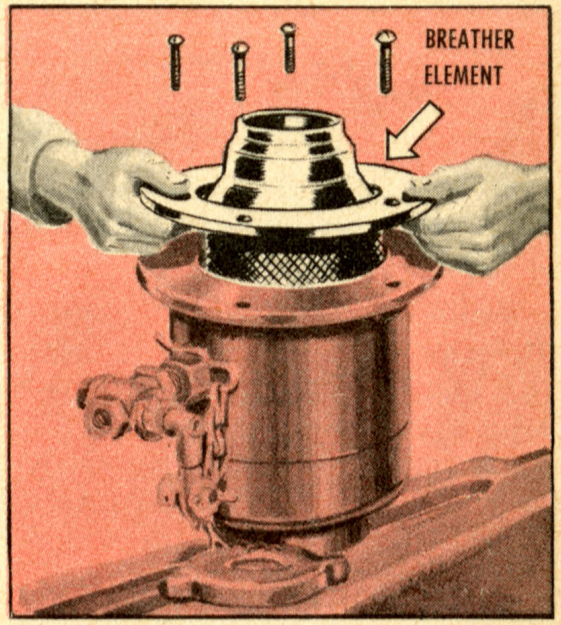
You'll see a TB one of these days on replacing hex socket type plugs with hex head type plugs

Suffocation!

It's downright dangerous to run your 2½- ton G742-series trucks when their crankcase breather assemblies are blocked with dirt, dust and grime. You ought to give this breather the same care you give your truck's air-cleaner breather.

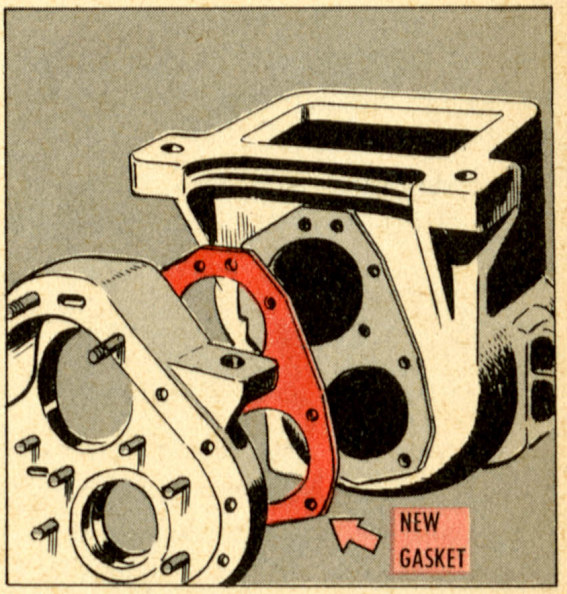
You take off the entire breather unit (it's held by only four cap-screws), empty the oil and clean the element and canister carefully with solvent. TM 9-8022 (17 Dec 54) para 164 goes into this a little deeper. Give 'er good oil (the same kind your engine gets) and replace the unit.

Then you're in business.



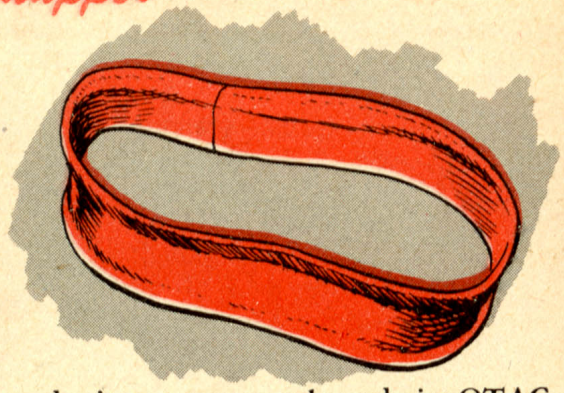
Leaky draggin'-wagon

Some 12-ton, 6x6, tractor trucks, M26 and M26A1, are leaking lube between the auxiliary transmission and transfer case. It's happening on the early production models that don't have the ½-in boss on the left rear flange of the auxiliary transmission.



You can fix that leak right up by using MWO Ord G160-W5 (15 Aug 55). It tells you how to put a new gasket between the auxiliary transmission and transfer to stop your draggin'-wagon from making a leak. This MWO is in the urgent class, so you'd better hop to it.

Flapper dapper



When it comes to those 4x4's, 6x6's and those big old jobs that go pa-ch-u-u-u-u-u, nothing'll put 'em on the sidelines faster than a tire without a flap.

Tire flaps protect your tubes from getting chewed.

You should get a new flap with all new tires. If you get a used or rebuilt tire, you should also get a flap—but if you don't, contact supply and cite OTAC Instruction #755-1 (8 Aug 55). This ought to bring it on the run.

The tricky shoe caper

Changing hand-brake shoes on the G742-series, 2-1/2-ton trucks, can be a crazy, mixed-up situation unless you realize a few things. And here they are....

There're three transfer-assemblies you can use. You can put any one of the assemblies into any one of the trucks.

There're also three pairs of hand-brake shoes you can use. But the kind of shoes you use all depends on the kind of transfer-assembly you've got. In other words, you've got to put the right shoes with the right assembly. All this will be shown in the next revision of SNL G742.

To make things a li'l clearer, here's a chart showing which hand-brake shoes go with which transfer-assembly. If you get the wrong hand-brake shoes with the wrong assembly, they won't fit.

G742-Series, 2-1/2-ton Trucks

TRANSFER ASSEMBLY (Ord Stock No.)	INNER HAND-BRAKE SHOE (Ord. Stock No.)	OUTER HAND-BRAKE SHOE (Ord Stock No.)
G742-7412632 and *G742-8331825	G742-7368680 **G744-8380558	G742-7368679 **G744-8380559
G742-7372006	G742-7521287	G742-7521280

*This transfer assembly is the latest one. It supersedes transfer assembly, Ord Stock No. G742-7412632 which, in turn, took the place of transfer assembly, Ord Stock No. G742-7372006.

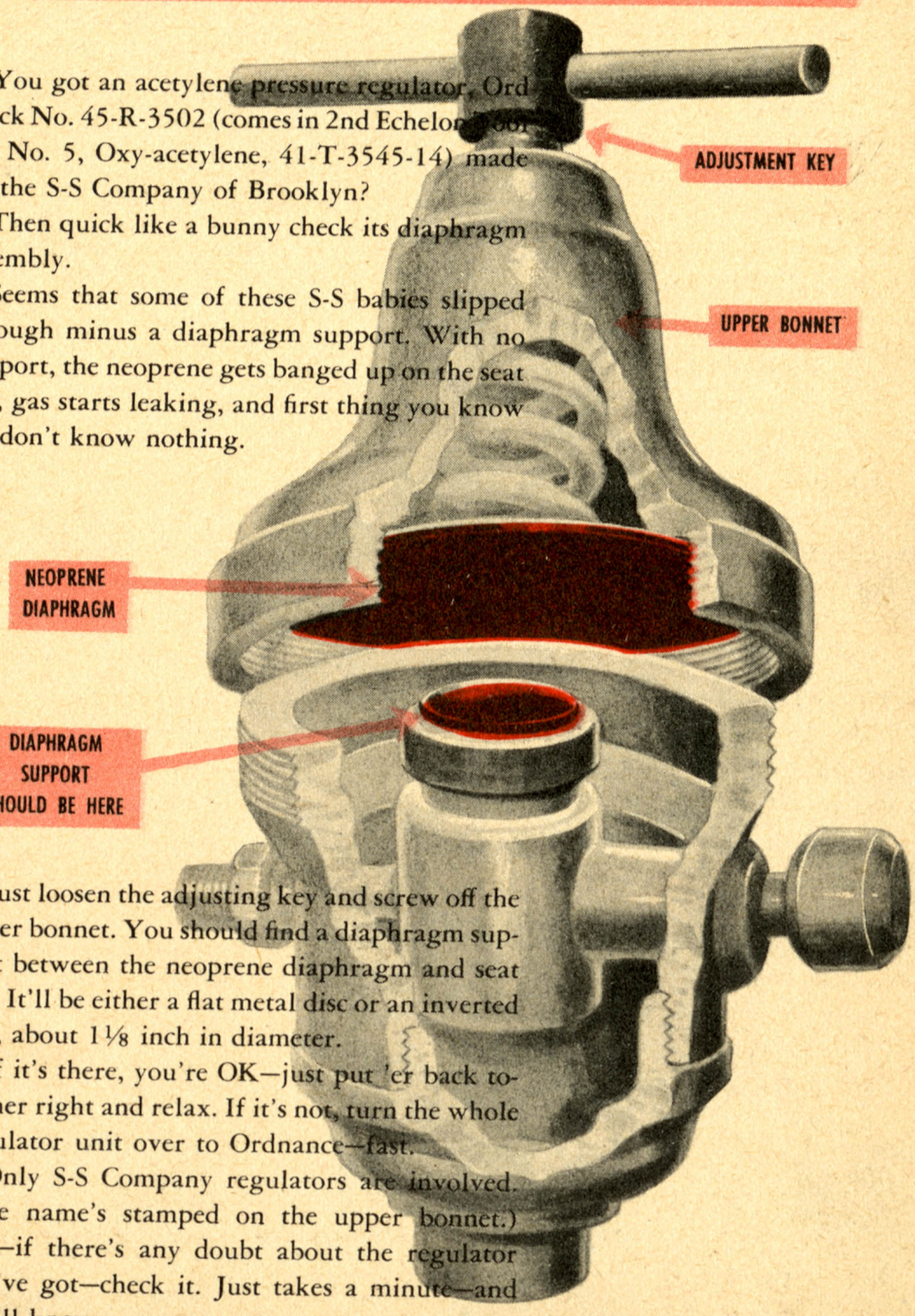
**These're the latest shoes. G744-8380558 supersedes inner hand-brake shoe G742-7368680, and G744-8380559 supersedes outer hand-brake shoe G742-7368679. When it comes to levers, lever G742-7521449, which is now obsolete, can be used only with shoes G742-7521287 and G742-7521280. When the new type shoes are used, you got to get yourself lever G742-7368683.

WELDERS, CUTTERS—HO!

You got an acetylene pressure regulator, Ord Stock No. 45-R-3502 (comes in 2nd Echelon Tool Set No. 5, Oxy-acetylene, 41-T-3545-14) made by the S-S Company of Brooklyn?

Then quick like a bunny check its diaphragm assembly.

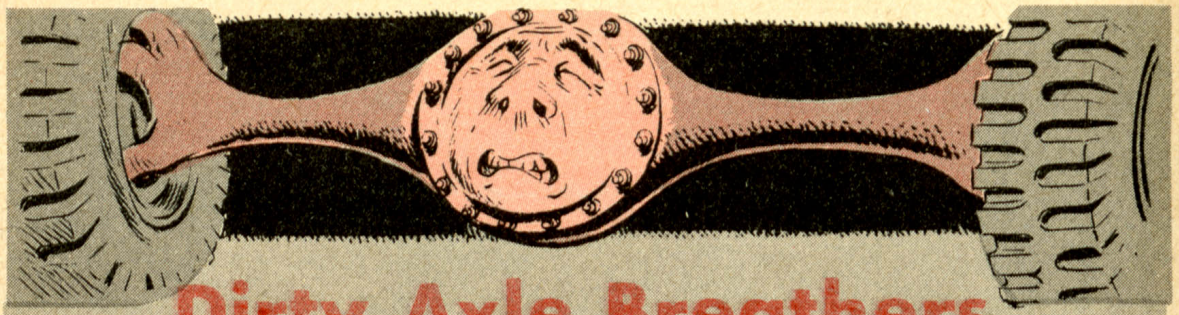
Seems that some of these S-S babies slipped through minus a diaphragm support. With no support, the neoprene gets banged up on the seat pin, gas starts leaking, and first thing you know —y'don't know nothing.



Just loosen the adjusting key and screw off the upper bonnet. You should find a diaphragm support between the neoprene diaphragm and seat pin. It'll be either a flat metal disc or an inverted cup, about 1⅛ inch in diameter.

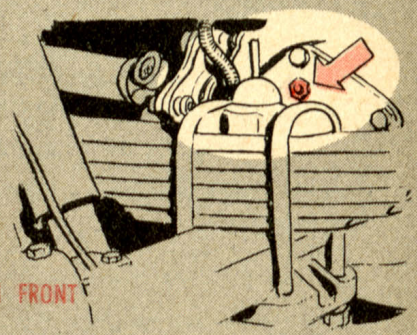
If it's there, you're OK—just put 'er back together right and relax. If it's not, turn the whole regulator unit over to Ordnance—fast.

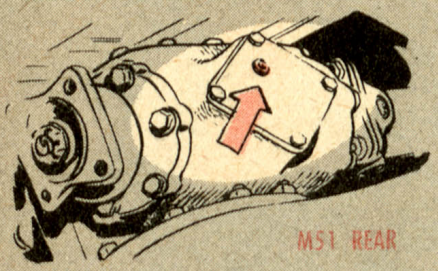
Only S-S Company regulators are involved. (The name's stamped on the upper bonnet.) But—if there's any doubt about the regulator you've got—check it. Just takes a minute—and you'll know.



Dirty Axle Breathers

Seems that several units had a rash of axle oil-seal failures during a recent big maneuver. When they ran down the cause, it wasn't the seals at all. Seems the trucks were running day and night, on the highway and cross country, as you will in maneuvers, and everyone forgot about mud on the axles and differentials.

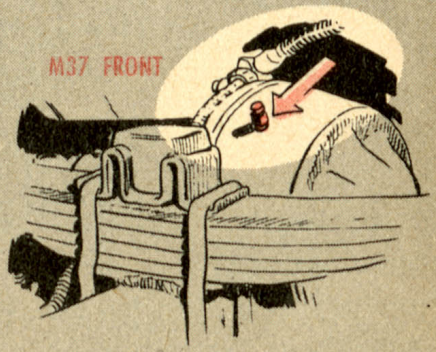


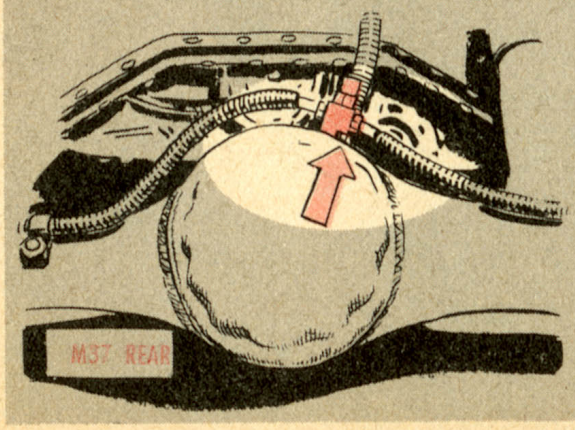


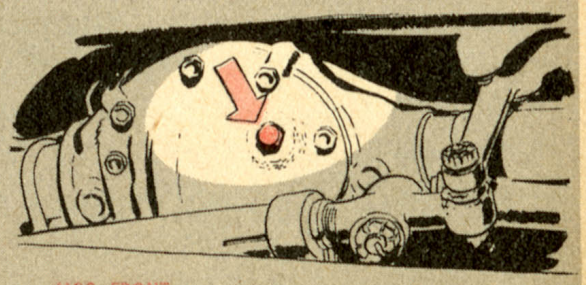
So, the mud was caking up and clogging the breather-caps. With a clogged breather and lots of hard running, pressure built up in the housings, and pretty soon the lubricant was blown out through the seals into the brake drums.

Of course you won't let this happen to your vehicle—and to help you keep your breathers open, here are some of the spots to look for. If you don't have time to clean the whole axle-assembly, at least check the breather-caps each day while operating in mud.

Soon, you'll see a TB covering this subject.







SWITCHEE THE RUBBER

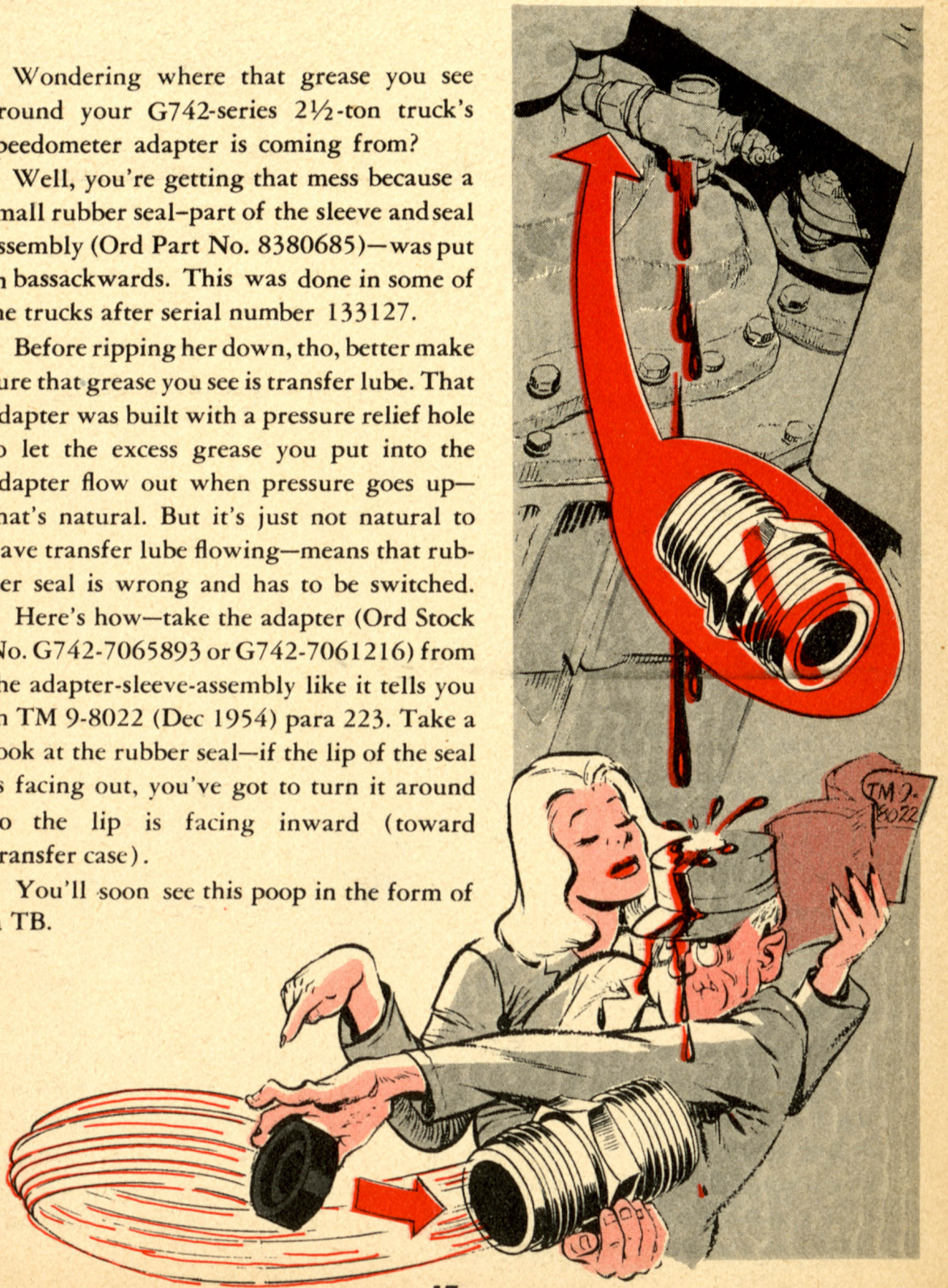
Wondering where that grease you see around your G742-series 2½-ton truck's speedometer adapter is coming from?

Well, you're getting that mess because a small rubber seal–part of the sleeve and seal assembly (Ord Part No. 8380685)—was put in bassackwards. This was done in some of the trucks after serial number 133127.

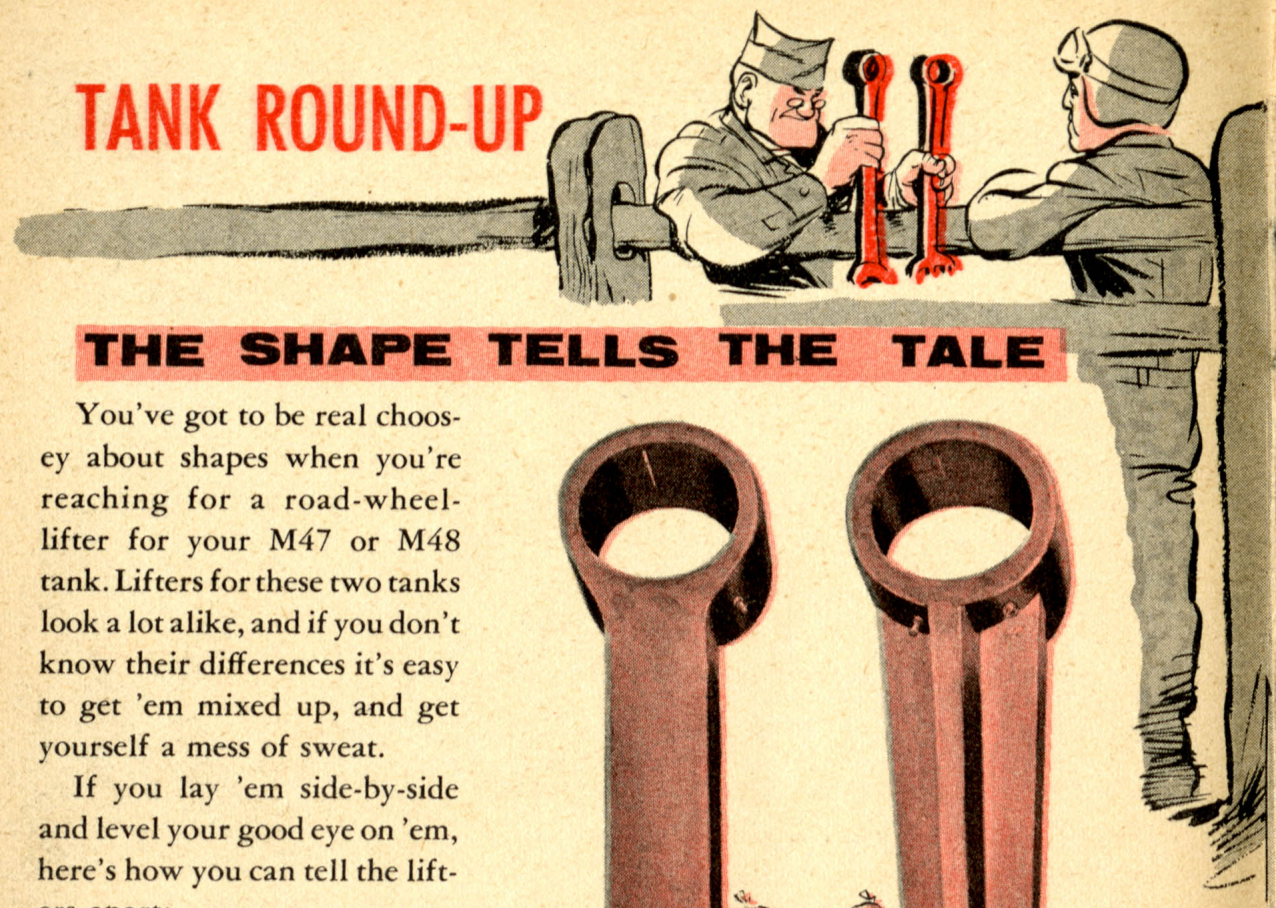
Before ripping her down, tho, better make sure that grease you see is transfer lube. That adapter was built with a pressure relief hole to let the excess grease you put into the adapter flow out when pressure goes up—that's natural. But it's just not natural to have transfer lube flowing—means that rubber seal is wrong and has to be switched.

Here's how—take the adapter (Ord Stock No. G742-7065893 or G742-7061216) from the adapter-sleeve-assembly like it tells you in TM 9-8022 (Dec 1954) para 223. Take a look at the rubber seal—if the lip of the seal is facing out, you've got to turn it around so the lip is facing inward (toward transfer case).

You'll soon see this poop in the form of a TB.



TANK ROUND-UP



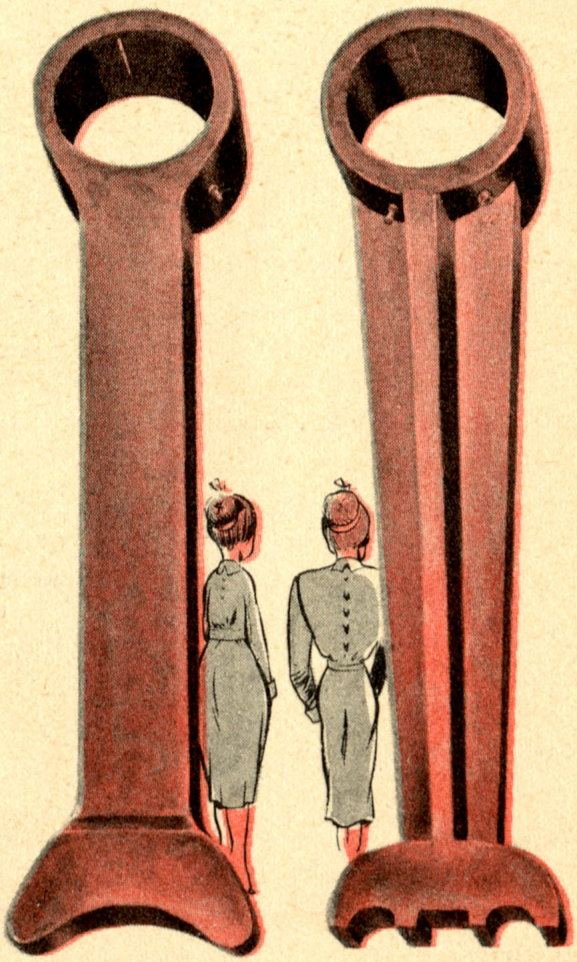
THE SHAPE TELLS THE TALE

You've got to be real choosey about shapes when you're reaching for a road-wheel-lifter for your M47 or M48 tank. Lifters for these two tanks look a lot alike, and if you don't know their differences it's easy to get 'em mixed up, and get yourself a mess of sweat.

If you lay 'em side-by-side and level your good eye on 'em, here's how you can tell the lifters apart:

Lifter 41-L-1390-100 (for the M47 intermediate and rear road wheels) has a straight arm. On lifter 41-L-1390-150 (for all M48 road wheels) the arm is off-set a few degrees.

Now take a squint at the base of the tools, and you'll note that the M48 lifter has a couple of nibs on the track side of the arch that y'don't find on the M47 tool. Right?

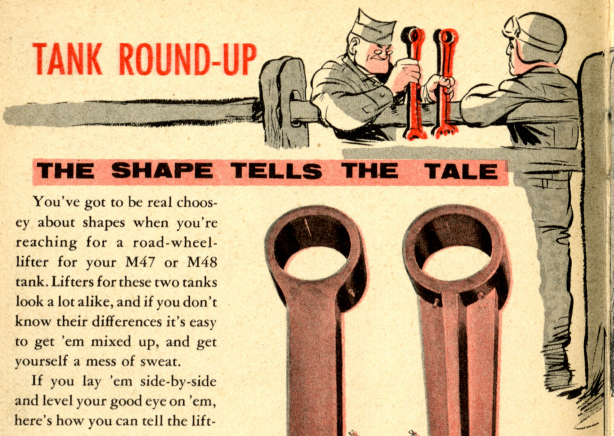


M47 M48

When you use the M47 lifter on the M48 tank you can't get it to anchor on the end connectors like it does on the M47. You can only get it to set on the track-link-binocular-section, where it doesn't fit at all. And that's where the danger comes in... it could slip on you. Only way to avoid lifter trouble is to use the M48 tool on the M48 tank and save the M47 tool for the M47 tank.

If you can't tell the lifters apart by their shapes, play it safe—mark each lifter with the name of the tank it belongs to.

TANK ROUND-UP



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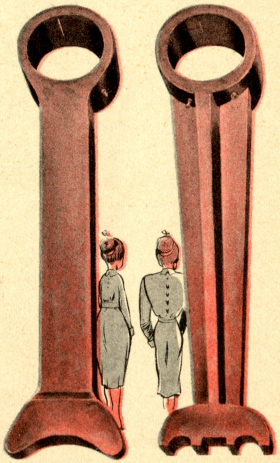

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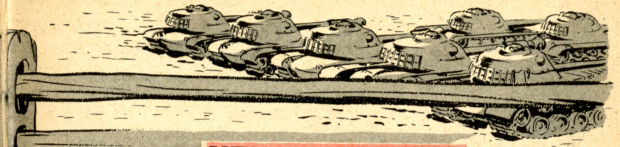


NEUTRAL STEER

Dear Half-Mast,

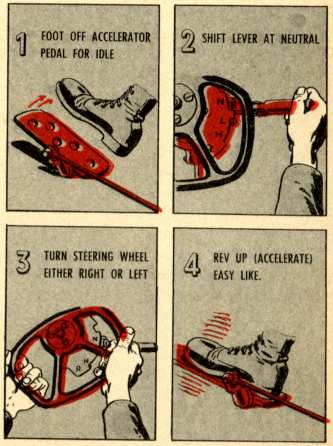
Here's a question we've been battling over—maybe you can give us the answer: Does excessive use of neutral steer damage a tank?

Sfc T. F.

Dear Sfc T. F.,

Excessive use of anything is asking for trouble. Right? But if you use your head in using neutral steer, you shouldn't have any trouble there.

Just remember it's there for a special purpose—when you're in a tight spot. Use it only when necessary—not just to show somebody how you can twirl on a dime. And, always go easy with it.

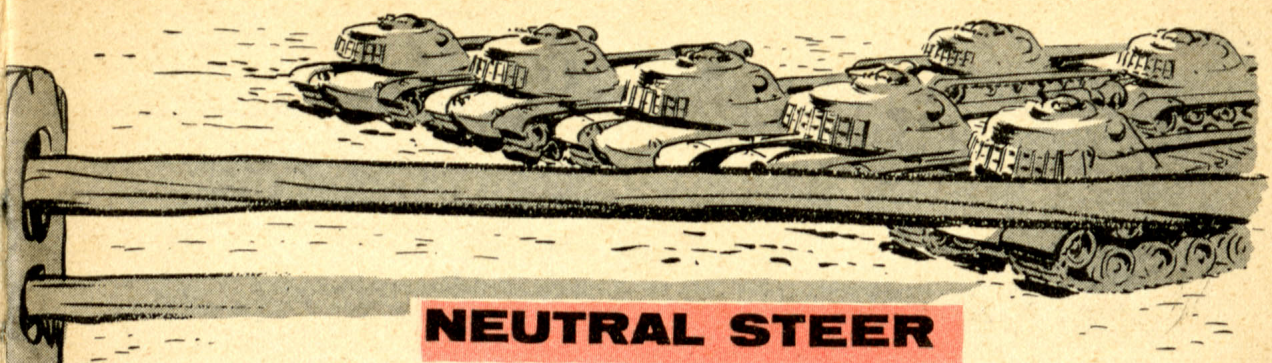


Pivoting is hard on track rubber—and especially hard on final drives—even under the best of conditions. And if you prod her too fast, you're going to toss a track.

The right way to pivot a tank is to leave the engine at idle till you engage a full steer—by twisting the steering wheel hard over. Then make the pivot by revving up with your accelerator—easy like. This fully engages the steering-clutch disks, helps keep down wear and tear.

It's stuff like slip steering in neutral that'll really do your transmission dirt. Chuck it.

Half-Mast



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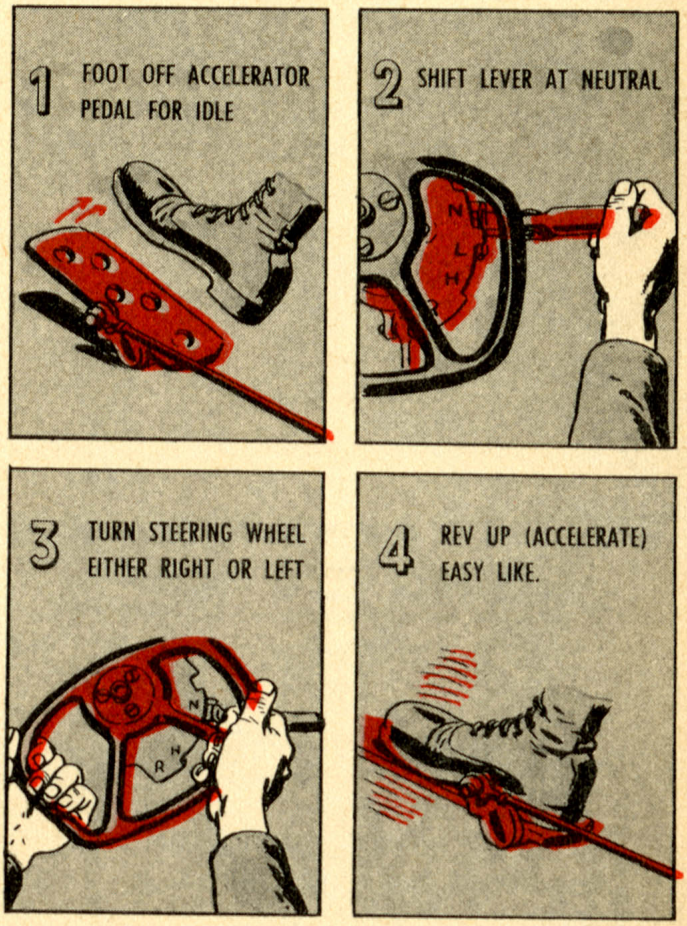

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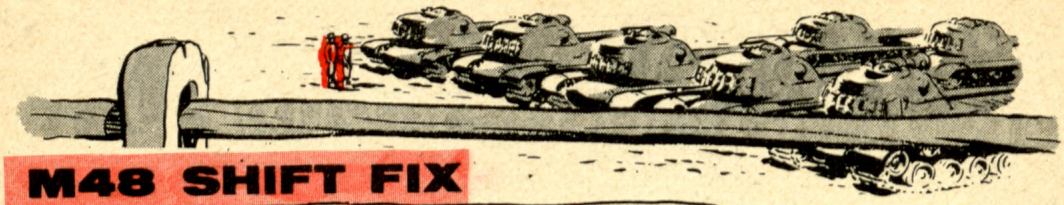


M48 SHIFT FIX

DEAR HALF-MAST...ON OUR M48 TANKS, THE TRANSMISSION-SHIFT-LEVER HAS A HAND-GRIP THAT HAS TO BE SQUEEZED FOR SHIFTING INTO REVERSE. THE SPRING ON THE HAND-GRIP (LATCH) KEEPS BREAKING.... LET'S DRIVERS SHIFT TO REVERSE BY MISTAKE WHEN THE TANK'S MOVING FORWARD. WHICH IS HARD AS HECK ON EQUIPMENT AND ON ANYBODY WHO HAPPENS TO BE IN THE TURRET... ANY **IDEAS?** SGT. R.J.K.

Dear Sgt R. J. K.,

Sure have. Been several suggestions for fixing that spring latch. Best one, though, is in MWO Ord G254-W1 (11 Feb 55), cooked up to lick the problem once and for all. This directive's classed Urgent and should be getting to your Ordnance support outfit any time now.

Tell your guys meanwhile to: WATCH THAT SHIFT!

Half-Mast

LUBING LI'L JOE

DEAR HALF-MAST...THE MANUAL FOR OUR M48 TANKS (TM 9-7012...PAGE 412) GIVES THE AUXILIARY ENGINE OIL CAPACITY AS 4 QUARTS. THE LUBE ORDER (LO 9-7012) CALLS FOR 3½ QUARTS. **WHICH ONE'S RIGHT?** SGT. T.A.H.

Dear Sgt T. A. H.,

They're both right.

A new or rebuilt Detroit Diesel Li'l Joe (Model A-41-2) should get 4 quarts of the right grade oil. That'll bring it to the FULL mark on the dip stick. But when you drain for regular servicing, not all the oil will run out of the nooks and crannies of the engine, oil lines and filter. So—refill to the proper level takes just about 3½ quarts.

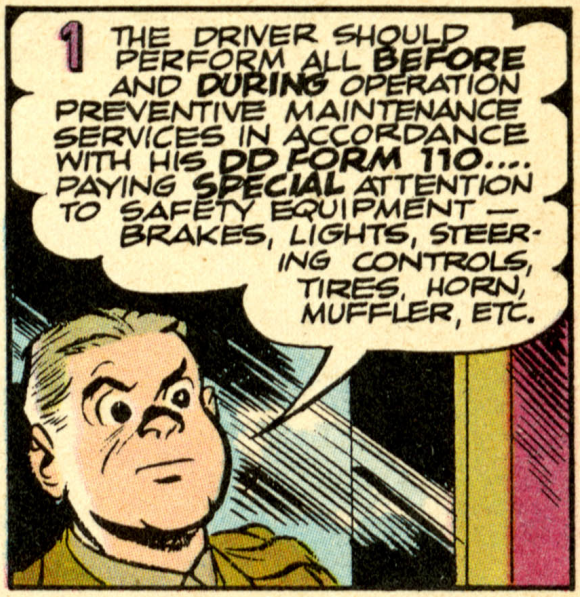
Keep that in mind, and you'll not overfill.

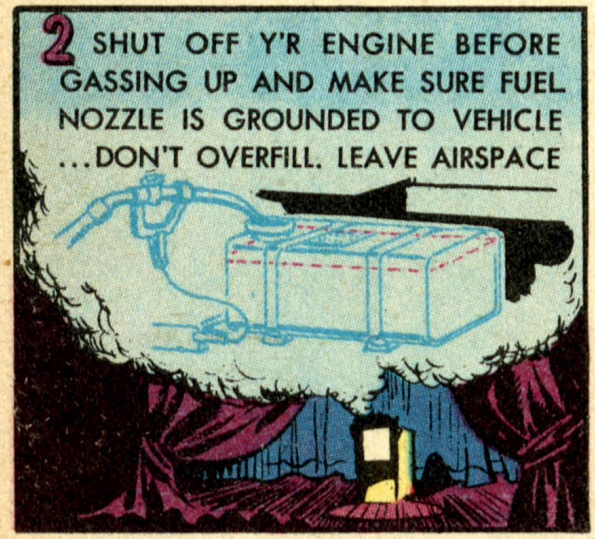
You'll see more dope on lubing Li'l Joe on page 20, PS Issue 36.

Half-Mast

JOE'S DOPE
TIPS FOR WHEELED VEHICLE OPERATORS
THE 64 MILLION DOLLAR QUESTION
...AND NOW JOE, YOU'VE RETURNED FOR YOUR 4th AND FINAL WEEK. HAVING REACHED THE 8th PLATEAU, ARE YOU READY TO TRY FOR THE FINAL 64 MILLION DOLLARS?... THE ENTIRE AUDIENCE IS WAITING...
YES!
GREAT... WONDERFUL... NOW YOU UNDERSTAND YOU'RE PERMITTED AN EXPERT IN THE BOOTH WITH YOU. HAVE YOU BROUGHT SOMEONE?
NOPE, CONNIE COULDN'T MAKE IT!
FINE... I REMOVE THE QUESTION FROM THIS SAFE FROM FT. KNOX..... NOW SOLDIER, JUST STEP INTO THIS ISOLATION BOOTH AND I'LL BE RIGHT WITH YOU!

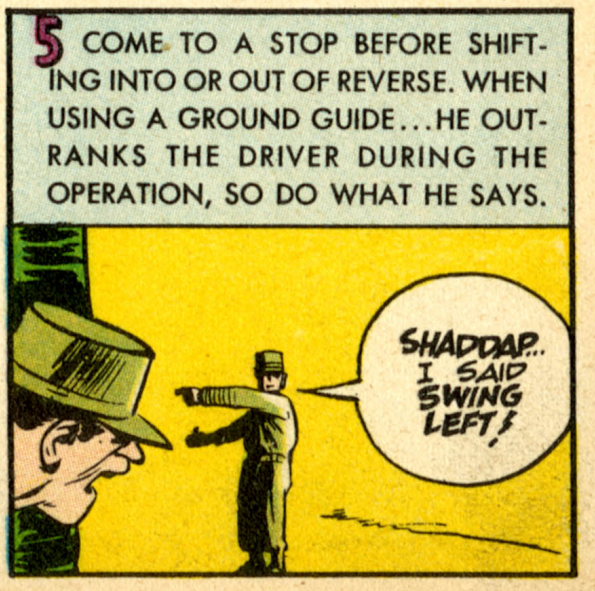
NOW FOR 64 MILLION DOLLARS...TELL US THE 21 THINGS EVERY GOOD DRIVER OF A MILITARY VEHICLE SHOULD DO...


1 THE DRIVER SHOULD PERFORM ALL BEFORE AND DURING OPERATION PREVENTIVE MAINTENANCE SERVICES IN ACCORDANCE WITH HIS DD FORM 110.... PAYING SPECIAL ATTENTION TO SAFETY EQUIPMENT — BRAKES, LIGHTS, STEERING CONTROLS, TIRES, HORN, MUFFLER, ETC.


2 SHUT OFF Y'R ENGINE BEFORE GASSING UP AND MAKE SURE FUEL NOZZLE IS GROUNDED TO VEHICLE ...DON'T OVERFILL. LEAVE AIRSPACE

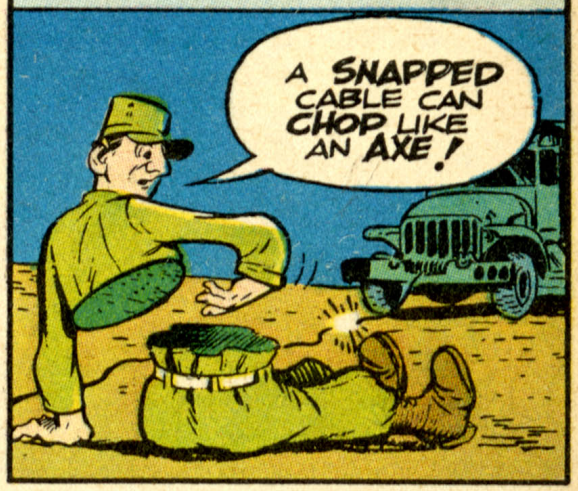
3 NEVER SMOKE...(OR LET ANYONE ELSE SMOKE) WITHIN 50 FEET OF AN AMMO OR GAS-LOADED TRUCK

4 UP OR DOWN HILLS, SHIFT TO A LOWER GEAR. NEVER GO INTO NEUTRAL OR THROW CLUTCH IN, OR CUT OFF IGNITION

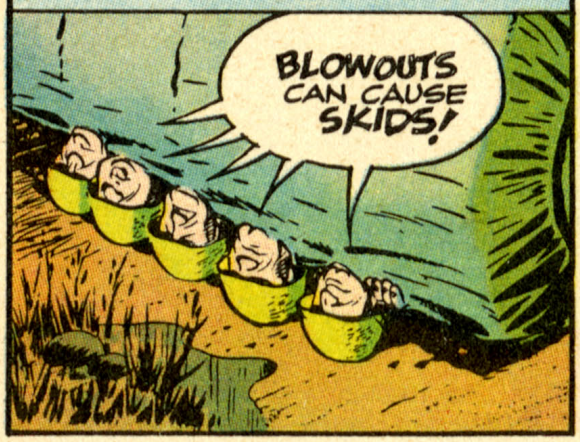

5 COME TO A STOP BEFORE SHIFTING INTO OR OUT OF REVERSE. WHEN USING A GROUND GUIDE...HE OUTRANKS THE DRIVER DURING THE OPERATION, SO DO WHAT HE SAYS.
SHADDAP... I SAID SWING LEFT!

6 AT NIGHT OR IN A FOG, IF YOU LOSE SIGHT OF YOUR GUIDE...STOP UNTIL YOU CAN SEE HIS SIGNAL.

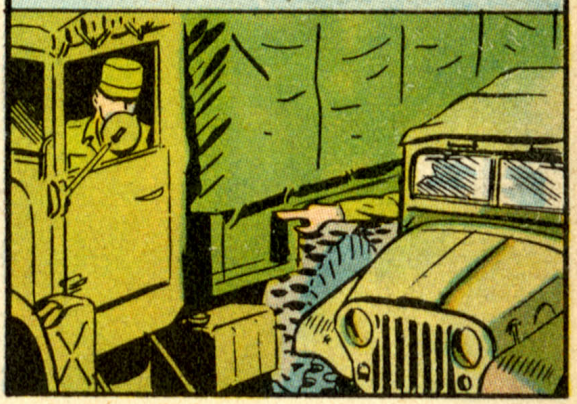
7 STAND CLEAR OF A CABLE THAT'S UNDER STRAIN.



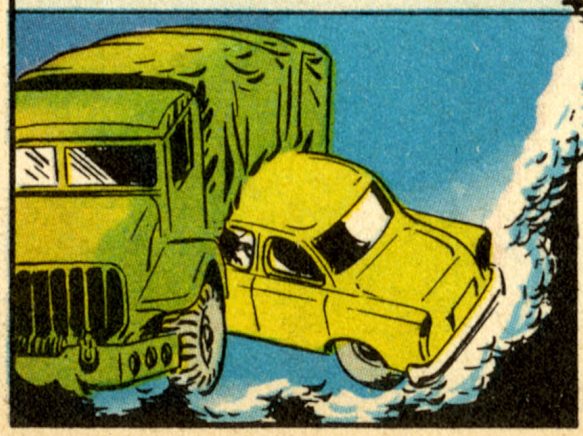
8 SLOW DOWN WHEN PASSING A COLUMN OF TROOPS...

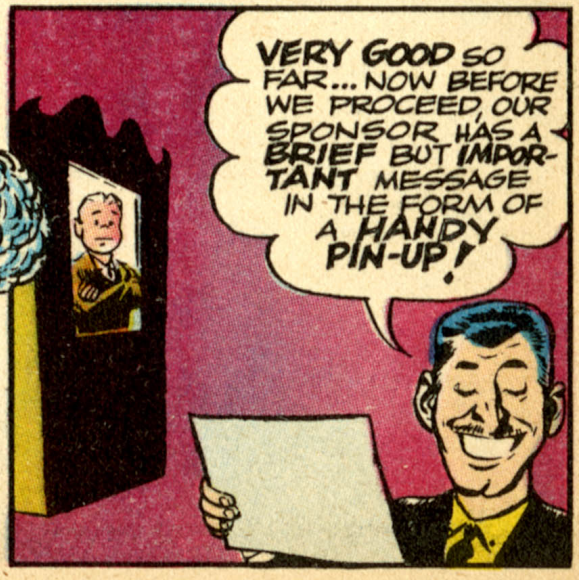


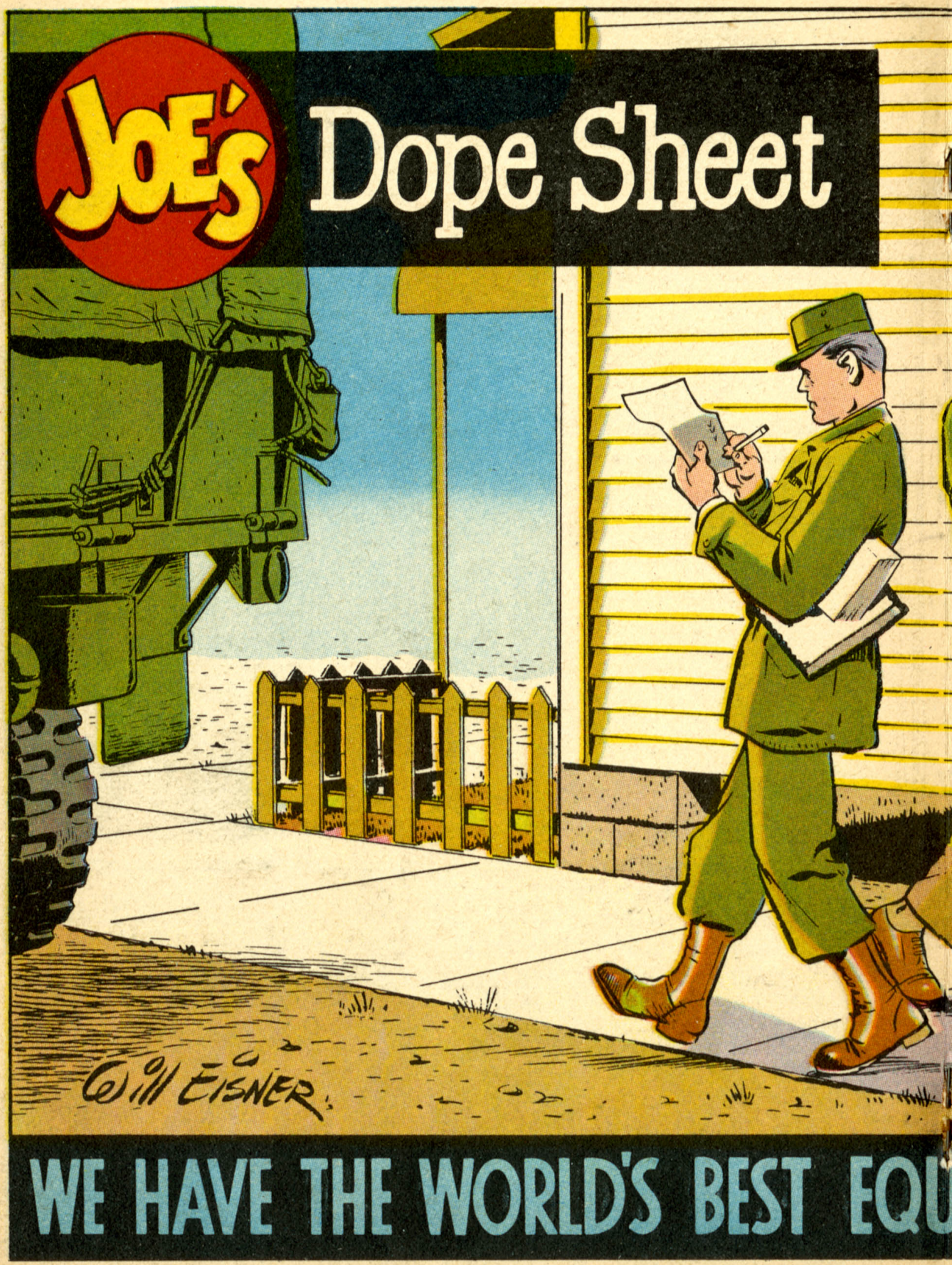
9 IN A CONVOY...PASS OTHER VEHICLES ONLY WHEN ORDERED...BY PROPER AUTHORITY...



10 WHEN IN A CONVOY, BE EXTRA CAREFUL IF YOU'RE GOING THRU A RED LIGHT OR A MAIN INTERSECTION







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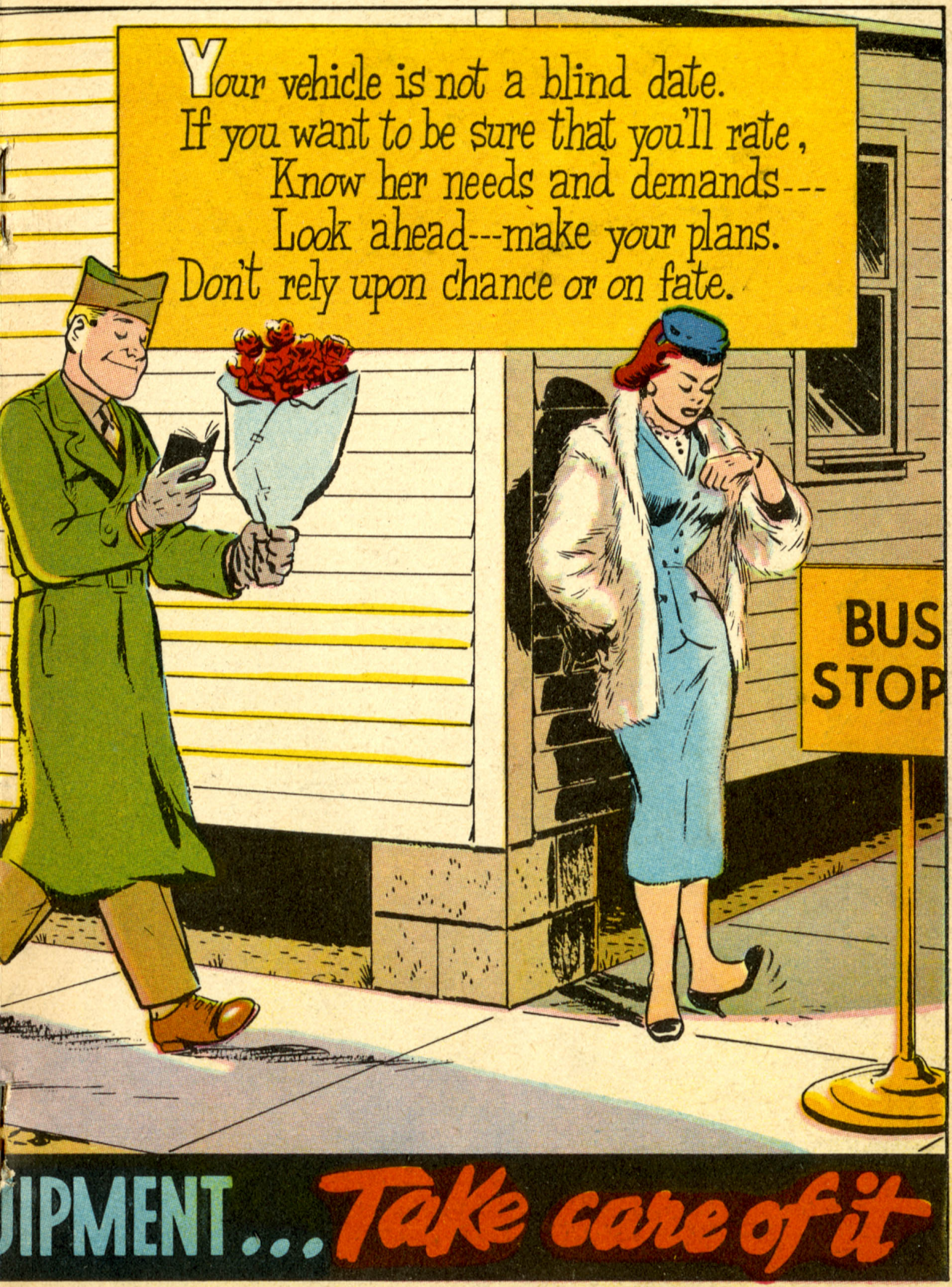
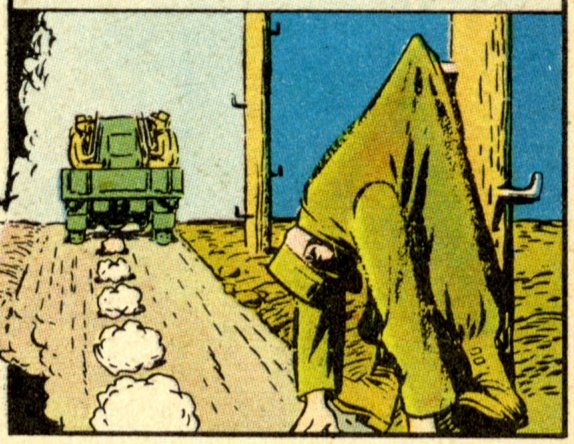


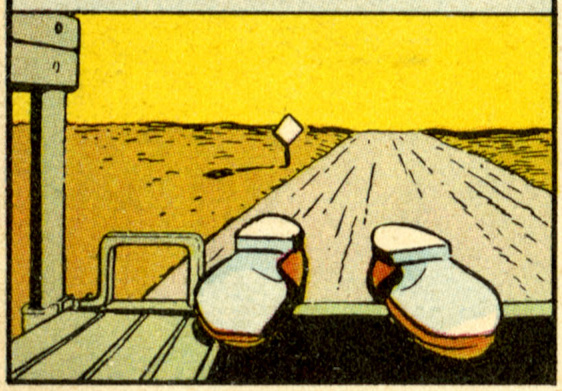
UIPMENT... Take care of it

BY WILL EISNER

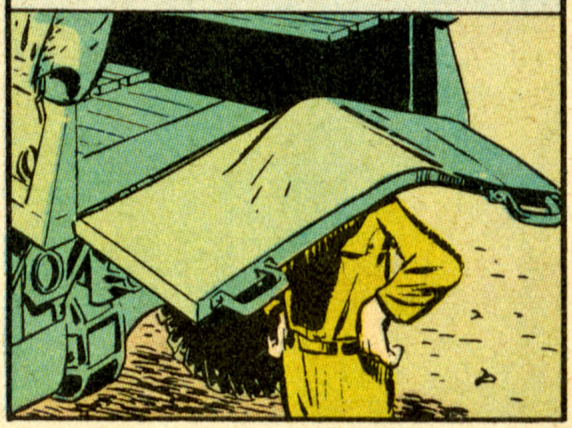
11 NEVER LET PASSENGERS STAND OR EXTEND PARTS OF THEIR BODIES OVER THE SIDES WHILE VEHICLE'S MOVING.



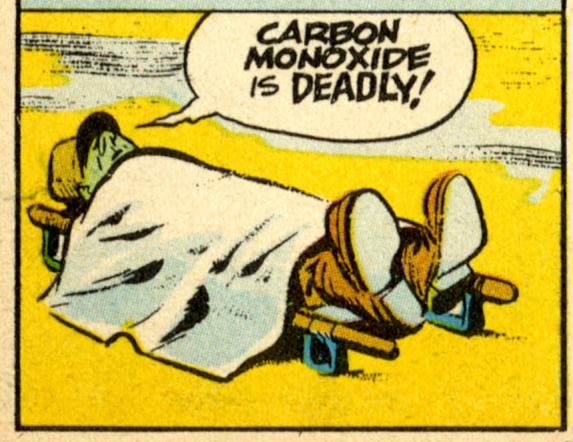
12 WHEN TAKING ON, OR DISCHARGING PASSENGERS... KEEP VEHICLE AT HALT—TAILGATE DOWN



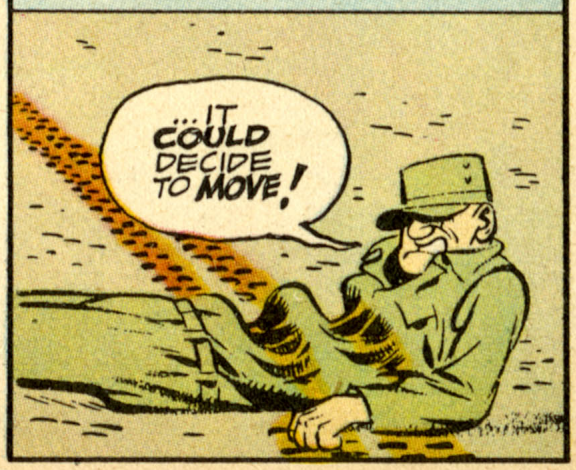
13 BEFORE YOU MOVE OFF MAKE SURE Y'R TAILGATE IS UP AND SECURED...



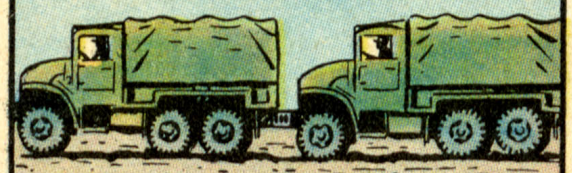
14 NEVER RUN AN ENGINE INDOORS UNLESS THE PLACE IS WELL VENTILATED...



15 NEVER SLEEP UNDER A PARKED VEHICLE...

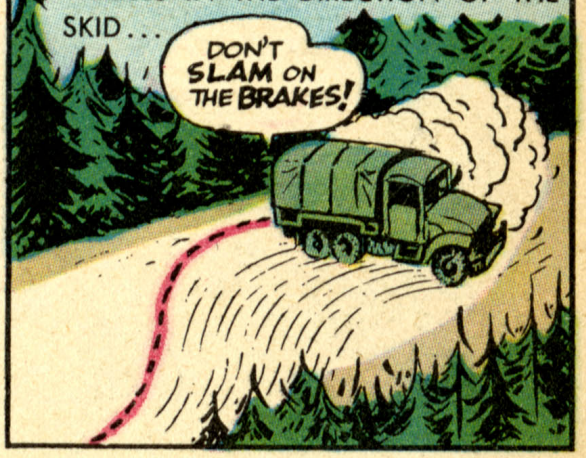


16 NEVER TRY TO MOVE A TRUCK (THAT WON'T START) BY THROWING HER INTO GEAR AND GOOSING THE STARTER...

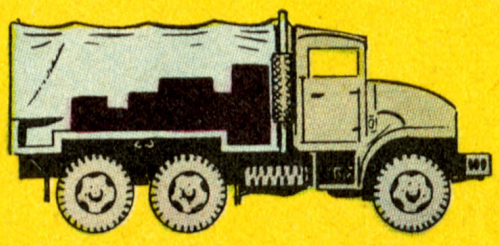


push or tow it...

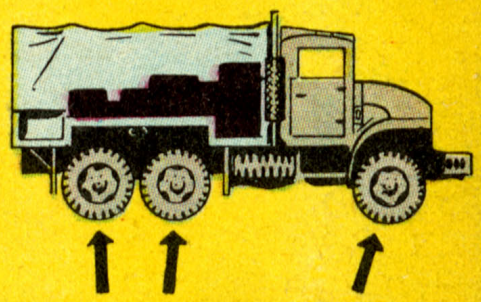
17 IF YOU SKID...TAKE YOUR FOOT OFF THE GAS AND TURN YOUR WHEELS IN THE DIRECTION OF THE SKID...



18 LOAD YOUR TRUCK PROPERLY...

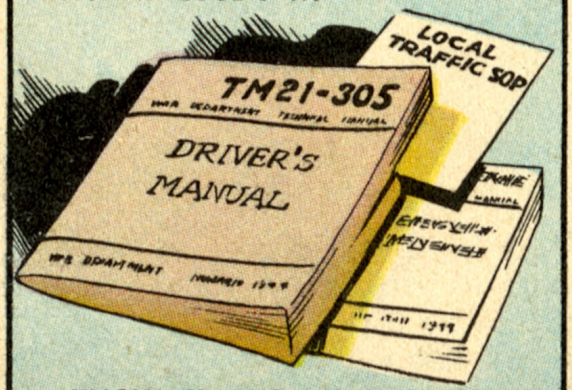


LOAD FORWARD AND OVER WHEELS. DISTRIBUTE LOAD EVENLY.



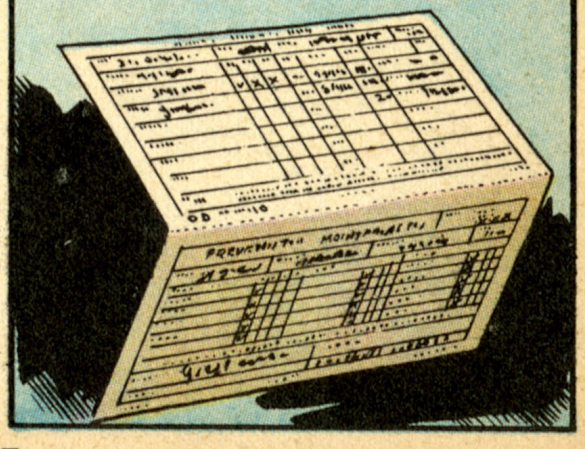
CHECK TIRES BEFORE TRIP. TAKE TERRAIN INTO CONSIDERATION...SEE YOUR TM FOR TIPS...

19 KEEP A COPY OF TM 21-305 HANDY ...AND **STUDY** IT.



KNOW TRAFFIC LAWS OF STATE OR COUNTRY YOU'RE DRIVING IN.

20 PERFORM YOUR AFTER-OPERATION SERVICE AFTER EACH RUN LIKE IT SAYS IN YOUR TM



MEANWHILE BACK AT THE POST....
YEAH YEH GO ON, JOE...
HEY!
OKAY... KNOCK IT OFF MEN.... LIGHTS OUT!!
AWW... NOW WE'LL NEVER KNOW WHETHER HE WON!
HEY... HERE HE COMES...
ONE HOUR LATER....
?
AWW HE'S DRIVIN' A NEW CADILLAC.
@*☆#!! HE MISSED THE LAST QUESTION!
WONDER WHAT THAT QUESTION WAS ??
CRASH
EASY BOY YOU'RE BANGED UP BAD!
HOLYSMOKE CONNIE, NOW I REMEMBER THE 21ST RULE!
IT IS... "NEVER ATTEMPT TO DRIVE A VEHICLE THAT YOU HAVEN'T CHECKED OUT OR LEARNED TO HANDLE."

SKYSWEEPER TAKES NEW FORM

Dear Half-Mast,

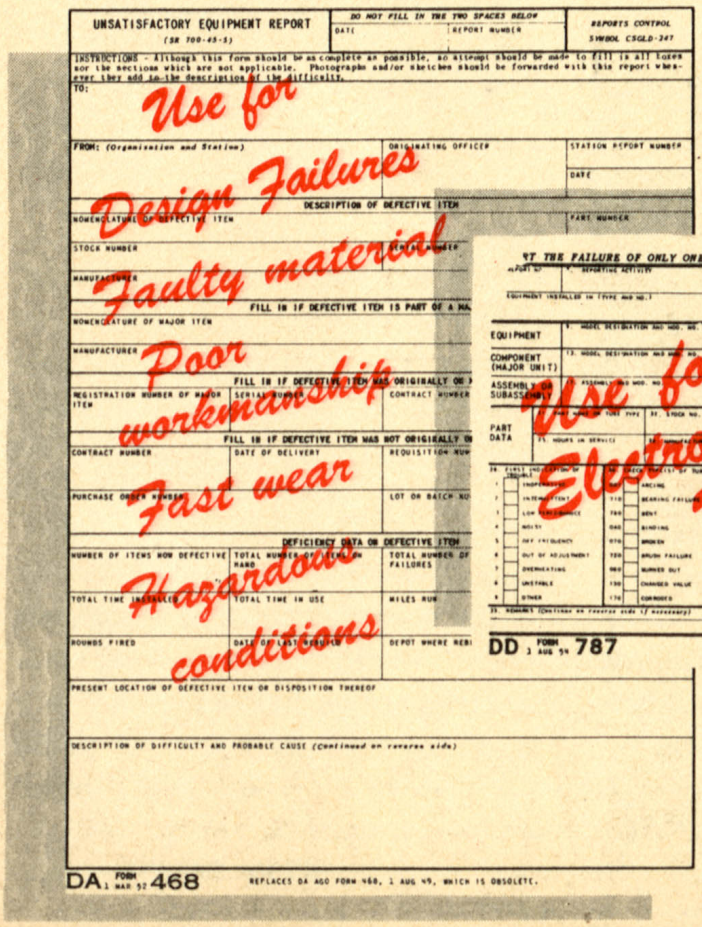
Are Skysweeper failures reported on DA Form 468 or on DD Form 787? TM 9-3027 (May 55) and TM 9-6081-4 (March 55) say to use the 468, but an inspector recently told us to use the 787.

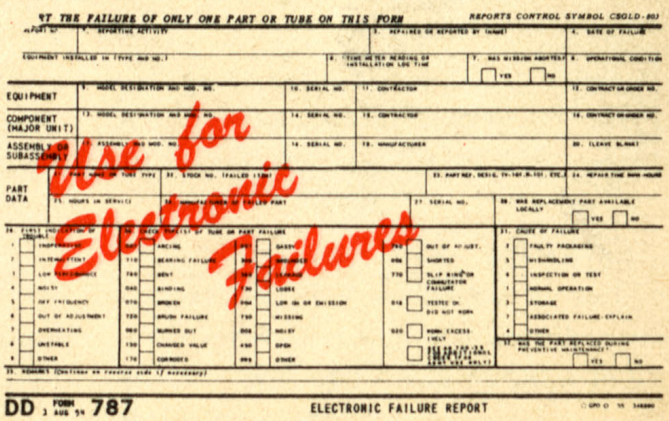
Exactly what equipment does the DD Form 787 cover, and where do we find info on its use?

Lt E. W.

Dear Lt E. W.,

Stick to DD Forms 787 and 787-1 (Electronic Failure Reports) when reporting each Skysweeper electronic item failure. These forms are for specific types of equipment, and they were pegged to the Skysweeper's T38 fire control system by AR 700-39 (4 June 55). However, when such failures are recognized as, or indicate unsatisfactory design of the material, faulty material or





poor workmanship, too much wear or deterioration for the time the equipment has been in use, a hazardous condition, unsatisfactory operation, and anything that happens that seems to be important enough to report... you report all these on DA Form 468.

You can read all the new dope on the UER in AR 700-38 (1 Nov 55).

The equipment that's to be reported on these 787 and 787-1 forms may change from time to time, but when that happens a new regulation will be issued to cover the changes. Keep your eyes peeled.

At present these forms must be used to report electrical failures only on the following equipment:

Ordnance Equipment

T33/M33 and T38 Fire Control Systems

Signal Equipment

Radio Set, AN/VRC-19

Switchboard, telephone, manual, SB-22/PT

Remember, these new forms don't replace the DA Forms 468. They're used for a different purpose, so before you fill in a 787 or a 787-1 be sure to check the latest copy of AR 700-39. The AR will tell you how to fill in electronic failure reports and where to send 'em.

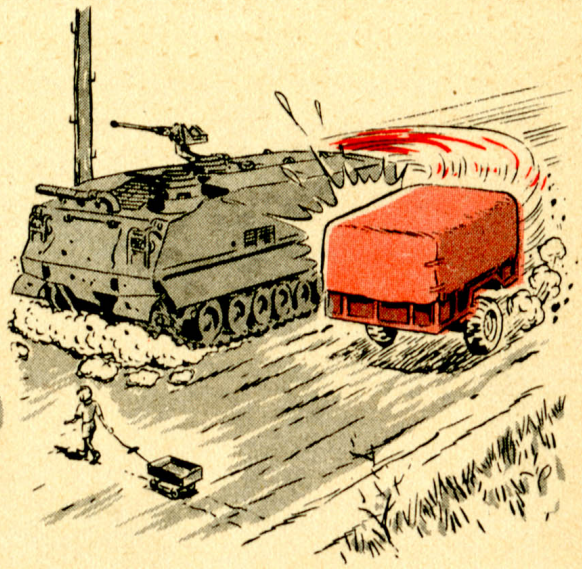
Half-Mast

TRAILER TROUBLES

Dear Half-Mast,

In this infantry outfit, we've been towing our M104 and M105 trailers with the M75 personnel carrier. The M75 hasn't any brake lines, air compressor or air linkage. You can see our problem.

Every time one of our drivers hits his brake fast and hard, the trailer jack-



knifes, creating a definite safety hazard.

There's no way we can get out of towing with the M75. So, Sarge, can you think of anything we can do to make this towing safer?

Lt P.C.W.

Dear Lt P. C. W.,

First off—there's no use denying it but that M75 wasn't built for towing trailers. There are certain times when you have to tow with it, if you get special authorization. But even tho she wasn't built for towing, there's no reason in the world why the M75's 42,000 pounds can't handle a ton-and-a-half-trailer.

Why is your outfit having trouble? Well, sir, you've done said it yourself—"every time one of our drivers hits his brake **fast and hard . . .**" That's the meat of the problem right there.

The fact is that no vehicle is meant to be cowboyed, especially a vehicle you're using to tow a trailer. If a driver takes a turn or jams on the brakes when going like a bat-out-of-Hades or does some other foolhardy thing, that trailer's going to come up front to see what's going on—brakes or no brakes. No trailer is meant to be towed that way, and no towing-vehicle is meant to be driven that way.

Half-Mast

PIN POINTS

Dear Half-Mast,

We've been getting quite a lot of trouble from a little item in the front winch on our 5-ton trucks. It's the pin (steel, straight taper groove 3/16 x 1 3/4) that holds the yoke shifter shaft to the clutch yoke. It keeps shearing — and tying up a truck for a few hours each time it has to be replaced.

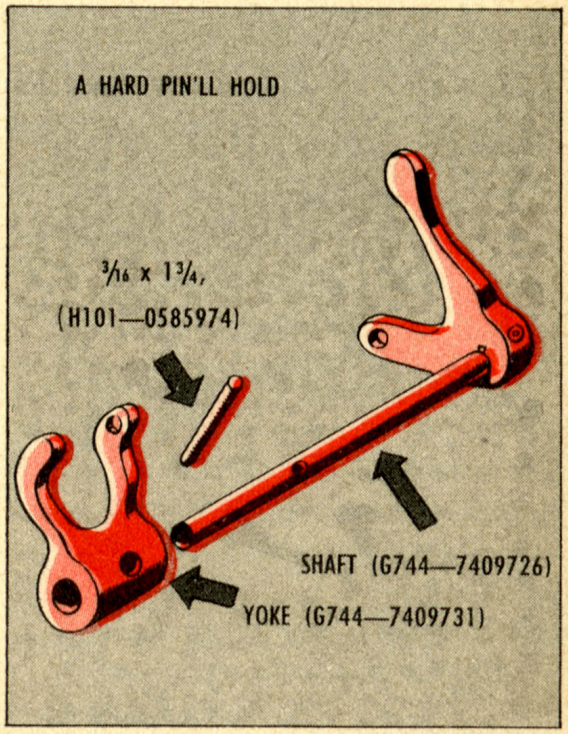
First we figured some eager beavers were using a heavy foot instead of a hand to engage the drum clutch. But we found that the pin can shear with no more than the twist of an average wrist —'specially if it's done in a hurry. (You get quite a bit of leverage in that shift-lever set-up.)

Any ideas for beating this rap?

CWO S.E.N.

Dear CWO S.E.N.,

Most people find that when the winch is kept clean and well-lubricated, and gets careful treatment—like's specified in TM 9-8028—the pin'll hold up for ordinary operations.



But where well-cared-for winches get such rugged use that the pin still shears, better get your mitts on a hard-metal pin for the job. It's Ord Stock No. H101-0585974. It'll be in the next 5-ton SNL's.

Half-Mast

CLEARED

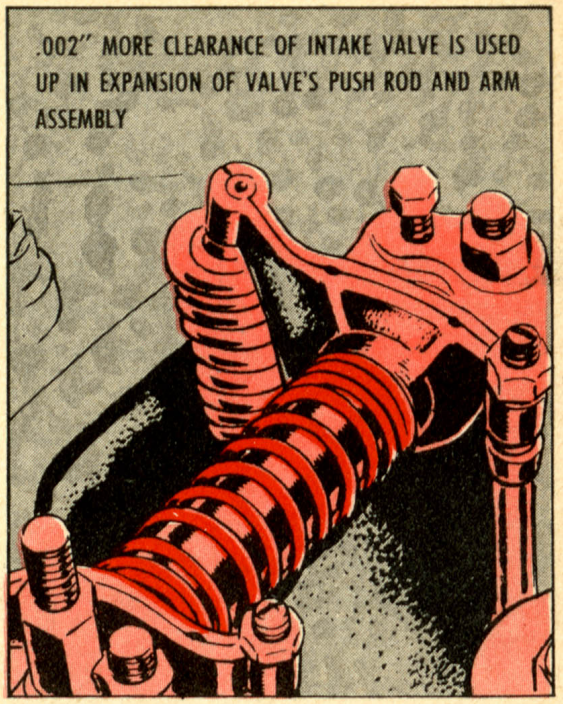
Dear Half-Mast,

We've been having quite a confab on the valve clearances given the M38A1 Jeep. According to TM 9-8014, the intake valve gets .018-in clearance and the exhaust valve .016-in clearance. In

other words, the intake valve is set for .002-in more clearance than the exhaust valve.

This seems kind of strange to us, because in most engines it's the other way around—the exhaust valve gets more clearance than the intake valve. No one seems to have a good explanation of this. So, we ask you, Sarge—why does the intake valve on the M38A1 get more clearance than the exhaust valve?

Sgt H.H.



Dear Sgt H. H.,

Quite right—the specs for the M38A1 call for .002-in greater clearance for the intake valve than the exhaust valve. The reason . . . the A1 has an F-head engine —the intake valves sit in the top of the **combustion chambers** (head) and the exhaust valves sit in the bottom (block).

That intake valve is operated by a long push rod and an arm assembly which hooks up to the camshaft. The exhaust valve has no push rod or arm assembly but is operated by a screw and tappet—it's closer to the camshaft than the intake valve is.

The valve clearances are set when the engine's "cold"—like it says in TM 9-8014. When the engine warms up to its normal operating temperature, the metal within the block reaches its fullest expansion—heat does it. If your valves are set correctly, the .002-in difference between the two is taken up after this expanding process has reached its peak. In other words, the .002-in more clearance given the intake valve allows for the expansion of that valve's push rod and arm assembly. This expansion closes the gap.

Half-Mast

INSTRUMENT GREASE

Dear Half-Mast,

Ever since I've been associated with the M33 fire-control system there's always been a problem of acquiring Grease, Aircraft and instrument, FSN 9150-261-8298. There must be a legal substitute for this item. Can you tell me what it is or where I may find the information?

WO M.R.P.

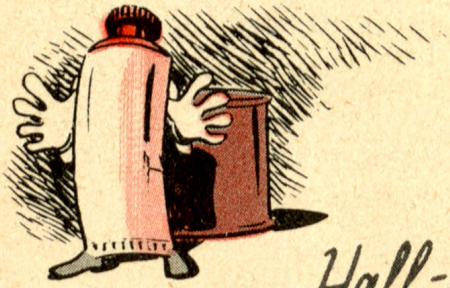
Dear Mr. M. R. P.,

There's no substitute for Grease, Aircraft and instrument. But here's some-

thing that I would suggest tho—order the 8 oz. tubes, FSN 9150-261-8297, instead of the larger amount.

In the first place, there's a greater supply of this size tube than the pound cans. Then too, this grease goes a long way.

As you probably already know, this grease is now a Quartermaster item but carries the same federal stock number.



Half-Mast

ANCHOR POOP

Dear Half-Mast,

Is there any poop out on the M62 wrecker? I particularly want information on the use of the ground anchors and the outriggers. My TM 9-837 seems sorta weak on this.

Sgt D.R.D.

Dear Sergeant D. R. D.,

You're right—TM 9-837 didn't go into the use of the wrecker equipment and OVM to any extent. However, it has been superseded by TM 9-8028 (June 1955). The new manual gives you quite a bit more on setting up the wrecker for recovery work. Look at the sections beginning on page 66.

Half-Mast

WHAT'S THE SCORE?

Dear Half-Mast,

What's the score? I have a TB Ord 560 dated 13 May 1954 which says the tire pressures for the M38 and M38A1 Jeeps are:

Highway	25
Cross-country	25
Mud, sand, or snow	10

But the new TM 9-8014 (April 55) for the M38A1 Jeep and the M170 Ambulance gives this information on tire pressures (page 300):

Highway	28
Cross-country	22
Mud, sand, or snow	15

Now—which do I go by? If the TM superseded the TB, then why didn't it say so on the first page of the TM?

Sgt C.L.B.

Dear Sgt C. L. B.,

That TB Ord 560 is still as good as gold (or uranium) and the TM is being revised to show the same tire pressures that are in the TB. But until it is you'd better jot down somewhere that you go by the TB.

Half-Mast

FRAME-UP

Dear Half-Mast,

Since MWO G740-W8 came out telling us to remove the corner brackets on the battery frames of the M38 Jeep, we've been having trouble with damaged batteries. After you tighten the nuts that hold down the battery frame, the frame tilts and cuts into the battery. And what's more, the battery bounces a little when you drive over rough roads, causing a short on the terminals.

What do we do now, Sarge—put back the brackets?

Sgt A.K.S.

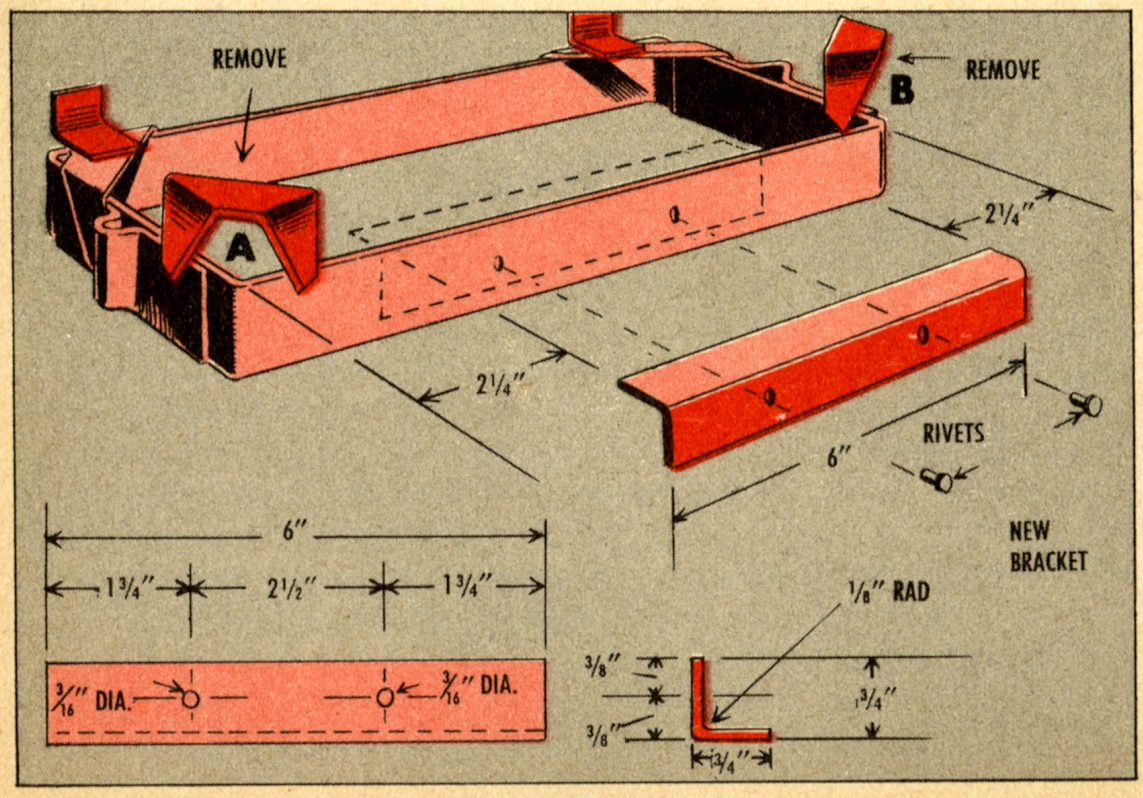
Dear Sgt A. K. S.,

Nope. There's a new MWO coming out to correct this trouble. It calls for placing an angular bracket in the middle of the frame between the two brackets that were removed.

Here's what you do: Make sure brackets **A** and **B** are removed from the battery frames under the hood and the cowl. Make two angular hold-down brackets from ¾ x ¾ x ⅛ in steel angle (Ord Stock No. H010-0120080) or from scrap or any other available material.

Drill two 3/16-in diameter holes in both battery frames and in the angles. (Be sure the holes line up.) The last thing to do is secure the angle to the frame with two rivets. This'll provide equal stress to all four sides of the battery and'll keep your batteries put.

Half-Mast



OL' SOAK

Dear Half-Mast,

My Jeep distributor breaker points are bugging out because they're constantly being saturated with oil. Can't figure it.

Here's how I've been lubing that distributor: Soak the wick with PL (oil, lubricating, preservative) and smear a thin layer of GAA into the shaft's lube hole every six months or every 6,000 miles.

Could it be that I'm putting too much lube on the wick, or what?

Pvt W. D.

Dear Pvt W. D.,

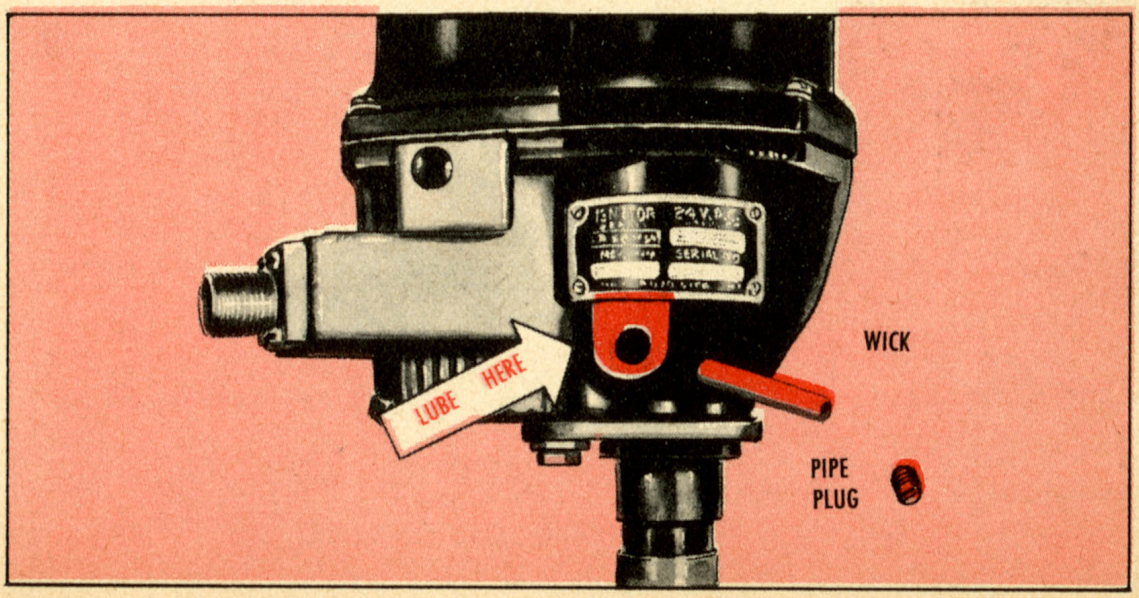
If you're lubing the distributor the way you say and your points get oil soaked, chances are the distributor base seal is leaking. This lets oil work up the distributor shaft and gather in the base, with the wick trying to absorb it all. The wick acts like a sponge, but it'll hold only so much. When she's soaked, the oil's got no place to go; so it just gathers up until, z-i-p—you need new points.

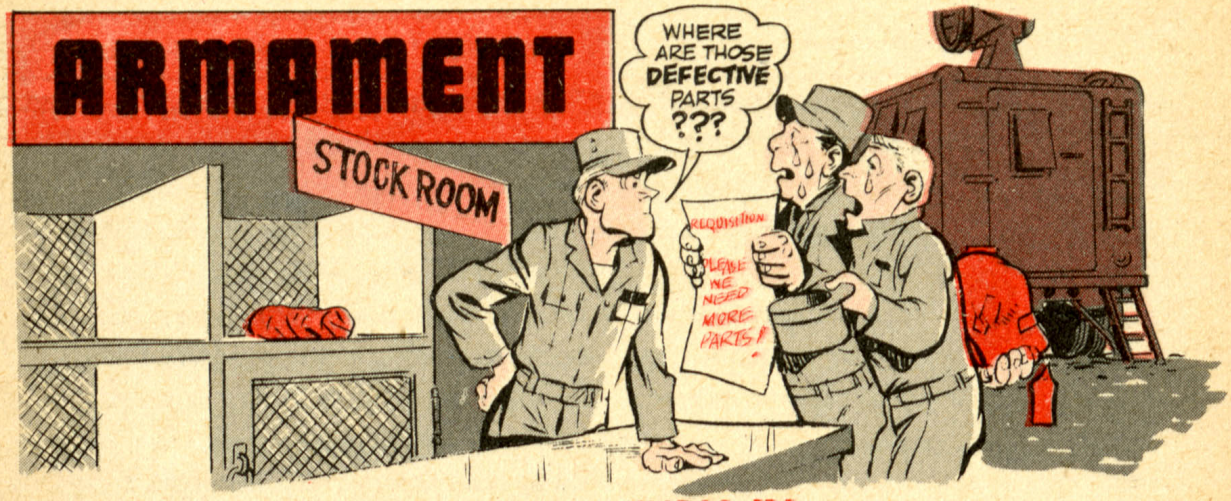
The thing to do is get that busted seal out of there and put a new one in. The Ordnance stock number for the seal on both the M38 and the M38A1 is the same—HO13-7351671.

There's a chance you may get excess oil in the base without having a busted distributor. This is the oil that runs off from your wick after lubing. So, every so often, maybe once a month, remove that base drain plug and let the oil drip out. You'll know if you have a busted seal by the amount of oil that comes out. Give your distributor vent line a look-see also to make sure it isn't leaking.

This dope applies to the distributor on your M37, ¾-ton trucks, which is the same as on the Jeep.

Half-Mast





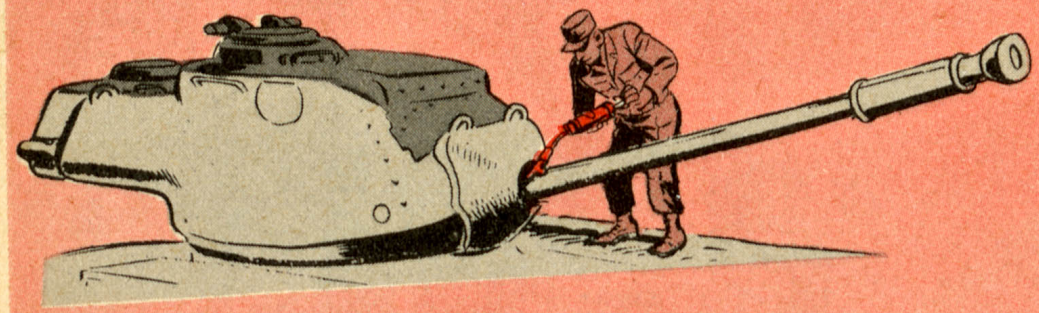
DO A GOOD TURN-IN

This is no time to hide those broken-down chassis and parts for your M33 and T38 fire control systems. Keep those repairable parts around and you'll only clutter up your trailers and stock rooms and goof up the overall supply picture.

Once upon a time there were enough stocks of chassis and parts to go all the way around. But as tempus fled, that stuff has been going out without enough unserviceable equipment being turned in. If this keeps up you may not be able to get parts when you need them.

So please, if you're hoarding M33 or T38 FCS parts that need repair, turn them in. You'll help most with turn-in of complete assemblies.

FOR A SLICK SLIDE SURFACE



When lubricating M41, and M47 tank guns—and them only—spray some OHC (MIL-0-6083A) through the gun shield opening onto the recoil slide surface.

It keeps the surface lubricated and also prevents rust and corrosion. If you don't have MIL-0-6083A, use PL Special.

There's been talk that some guys are using MIL-0-5606 for that recoil slide surface. Stop that—quick like. The 5606 stuff doesn't contain any preservative compound and could let rust creep in.

'Course, 6083A is only for temporary use. It's not the right lube for a gun that won't be used for a long time.

Clean Hot Boxes Mean —

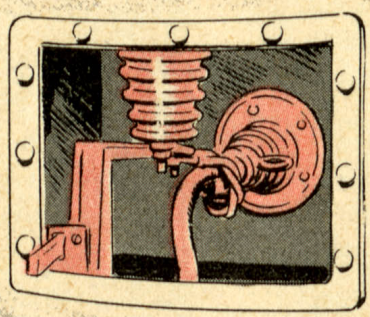
LONGER LIFE FOR MAGNETRONS

Dirty hot boxes are making our magnetrons disappear like a re-up bonus. Seems too many magnetrons (types 5780 and 5795) in the NIKE and T/M-33 fire control systems are discarded as unserviceable when they're really not.

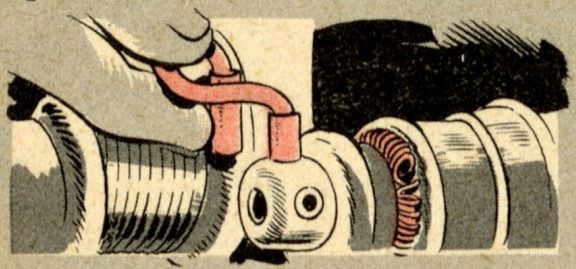
Trouble is, the hot boxes are so dirty the magnetrons can't work right.

A weekly checkup and cleanup will let 'em last from 700 to 900 hours. That's a real good deal, 'cause magnetrons cost more than any replaceable item in those FCS's.

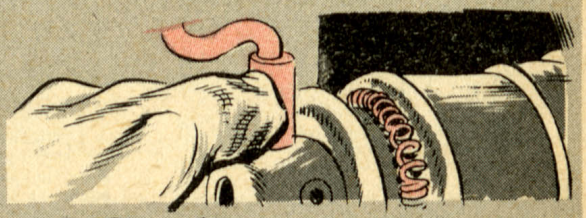
Every week, or four times between paydays equally spaced, do this once-over:



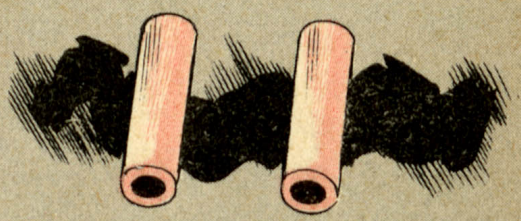
1. Inspect magnetron hot boxes for cleanliness. Look sharp for tiny bits of metal around the glass envelope on the connector. Keep that hot box clean as your mess kit at Saturday morning inspection.



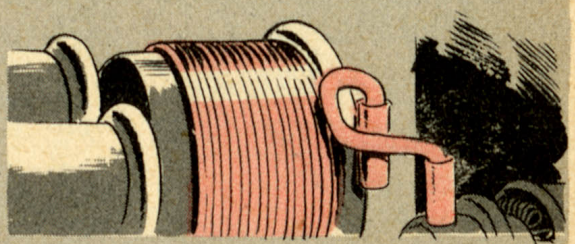
2. Check dress of filament leads. Remove sharp bends, points (fine wires jutting out from stranded leads) on soldered terminals. They cause corona discharge, which is happening when you whiff a clean, fresh smell around the hot box when the magnetron is operating. It'll cause loss of heater voltage.



3. Clean filament connectors. Polish connector contact surfaces on terminals and at magnetron input point.



4. If you've got to replace insulated or ceramic beaded filament leads, be sure the substitute is the exact type.



5. After the magnetron lives to a ripe old age, check the LIA LIB coil assembly before installing a new one. If the coil has discolored duo lateral windings, resistors, or capacitors—it's shot.

THE SCOOP

SUPPLY MANUALS

ORD 5-3-6 List of all items, pricing guide—Ammo Aug 55

ORD 7 SNL A-6 Cal .30 Gun machine, Browning M1919A4 flexible; and M1919A6; mt, tripod, machine gun cal .30 M2 Jun 55

ORD 7 SNL A-55 (TO 11 W2-S-2-24) Sec 16 Mount, truck, pedestal, M24A2, M24A3 Aug 55

ORD 7 SNL A-67 (TO 11W1-13-3-54) Cal .50 machine gun AN-M3, aircraft, basic Jul 55

ORD 9 SNL A-67 (TO 11W1-13-3-24) Cal .50 machine gun AN-M3, aircraft, basic Jul 55

ORD 8 SNL B-28 (TO 11W3-2-2-24) Carbine cal .30 M1, M1A1, M2 Aug 55

ORD 7 SNL C-20 Howitzer, pack 75-mm M1A1/crrg, howitzer (pack) 75-mm M8 Aug 55

ORD 8 SNL C-20 Howitzer pack 75-mm M1A1/crrg, howitzer (pack) 75-mm M8 Aug 55

ORD 8 SNL C-82 76-mm gun (T91E3); mt, combo gun, M76 (T138E1); mt, combo gun, M76A1 (T138E2) Aug 55

ORD 8 SNL D-53 120-mm gun T123E1; mt, combo gun T154 Jul 55

ORD 8 SNL F-204 Quadrant, elev, M1, M1A1 Aug 55

ORD 8 SNL F-372 Mt, 'scope, T179, T179E2, T179E4, T179E5 Aug 55

ORD 9 SNL G-249 Vol 1 Winteriz equip-heaters, pers for winteriz kits Jul 55

ORD 9 SNL G-249 Vol 2 Winteriz equip-heaters, engine, for winteriz kits Jul 55

ORD 9 SNL G-249 Vol 30 Winteriz kit for mt, multi cal .50 machine gun, M45C, M45D, M45F (SNL A061) Jul 55

ORD 7 SNL G-260 Carriers, pers, armored M75 Jun 55

ORD 8 SNL G-260 Carrier, pers, armored, M75 Jun 55

SM 9-1-2040, 2090 List end items, alpha list—FSC group 20 Ship, marine equip—class 2040—Marine hardware, hull items; class 2090—Misc ship, marine equip Sep 55

SM 9-1-3770 List end items—alpha list—FSC group 37—Agri mach equip—class 3770—saddlery, harness, whips, related animal furnishings Sep 55

SM 9-1-4420, 50, 60 List end items, alpha list—FSC grp 44—furnace, steam plant, drying equip—class 4420—Heat exchangers, steam condensers; class 4450—industrial fan, blower equip; class 4460—air purif equip Oct 55

SM 9-1-5335 List end items, alph list—FSC gp 53—Hardware, abrasive—Class 5335—metal screening Sep 55

SM 9-1-5350 List end items, alphab list—FSC gp 53—hardware, abrasives—class 5350—abrasive materials Sep 55

SM 9-1-6810, 6830, 6840, 6850 List end items, alphl list—FSC gp 68—chemicals, chem products—class 6810—chems; class 6830—gases; compress liq; class 6840—pest cont agents, disinfects; class 6850—misc chem Sep 55

SM 9-1-6910, 6920 List end items—alph list—FSC gp 69—train aids, devices—class 6910—traing aids; class 6920—armament traing devices Sep 55

SM 9-2-7105, 25, 95 List all items, price list FSC grp 71—furni—class 7105—hsehld furnit; class 7125—cabinets, lockers, bins, shelving; class 7195—misc furni, fixtures Oct 55

SM 9-5-1310 List current issue items—ammo—over 30-MM up to 75-MM—fed supply class 1310 Sep 55

SM 9-5-1320 List current issue items—ammo—over 125 MM—fed supply class 1320 Sep 55

SM 9-5-1370 List current issue items—ammo, pyrotechnics, mily, all types—fed supply class 1370 Sep 55

SM 9-5-7520 List current issue items—FSC gp 75—off supplies—class 7520—off devices, accys Oct 55

ORD 5-3-1, C1, List, pricing guide—major items, major combinations, Oct 55

ORD 8 SNL A-88 Mt, .50 cal. machine gun, AA (7046650), Sep 55

ORD 8 SNL A-93 Mt, .50 cal. machine gun, AA (7364875), (8346119), Sep 55

ORD 8 SNL A-96 M81 Mt, ring, .50 cal. machine gun, Sep 55

ORD 7 SNL B-28 (TO 11W3-2-2-14) .30 Cal. carbine M1, M1A1, M2, Aug 55

ORD 8 SNL F-148 (TO 11W3-13-1-114) Sight, M4, M6, Oct 55

ORD 8 SNL F-352 Scope, M90C, M90D, Oct 55

ORD 8 SNL F-356 Sec 2 Range, finder T42E1, Oct 55

ORD 7 SNL F-379 Aiming circle, M2 (T3), Sep 55

ORD 8 SNL F-379 (TO 49A7-3-14) Aiming circle M2 (T3), Oct 55

ORD 7 SNL G-252 High-speed tractor M8A1 (M8E2), Sep 55

ORD 8 SNL G-280, C2 Armored carrier, M59 (T59), Sep 55

ORD 7 SNL G-281 M74 tank recovery veh, Sep 55

ORD 8 SNL G-281 M74 tank recovery veh, Aug 55

ORD 9 SNL G-740 M48, ¼-ton truck, util, Sep 55

ORD 7 SNL G-741 ¾-ton trk M43, M37, M42, M201, Sep 55

ORD 8 SNL G-741 ¾-ton trk M43, M37, M42, M201, Sep 55

ORD 8 SNL G-749 2½-ton trk M135, M211, M215, M220, M217, M222, M221, Jul 55

ORD 9 SNL G-800 Dolly, trlr converter: 6-ton 2-whl M197; 8-ton 2-whl M198, Sep 55

ORD 7-8 SNL J-216 Grinding mach, mach tool attacht: ⅓-hp, ac-dc, 115-v (McGonegal mod J2A1) (40-G-165-30), Sep 55

ORD 7-8 SNL J-481 Arc weld mach, dc, pto driven, 200-amp (Valentine Welder & Mfg, mod 2080) (3375-473-6423), Sep 55

ORD 7-8 SNL J-588 Dynamometer, engine: hyd, 700-hp (Clayton Mfg mod 200E) (6695-1-000001), Sep 55

ORD 3 SNL K-1 Abras, adhes, clnrs, preserv, recoil fluids, spec oils, related items, Sep 55

SM 9-2-1005, 10, 15 Stock, price list—FSC group 10 weapons—class 1005—guns thru 30-mm; class 1010—guns 30-mm to 75-mm; class 1015—guns 75-mm thru 125-mm, Oct 55

SM 9-2-3110 Stock, price list—FSC group 31—bearings; class 3110—bearings, anti-friction, unmtd, Oct 55

SM 9-5-1055 Stock list current issue items—FSC group 10 weapons—class 1055—launchers, rkts, pyro, Oct 55

SM 9-5-1315 Stock list current issue items—ammo 75-mm through 125-mm FS class 1315, Sep 55

SM 9-5-1390 Stock list current issue items—ammo—fuzes, primers—FS class 1390, Sep 55

TECHNICAL MANUALS

9-5058 5-ton 6x6 Trk-mtd svc pltfrm XM280E1, Aug 55

9-6045 Rng Finder T42E1, Jul 55

9-7421 Skysweeper trctr bdy kit, cargo pltfrm, cab hyd pump hyd sys main press reg, rlf vlv assy, hydc sys oil fltr press rlf vlve ass hyd mtr, brk contrl fnl drv brk boxes, PTO for cargo trctr M8E2, Jun 55

9-8028 (TO 36A12-1C-301) 5-ton 6x6 cargo trk M41, M45; chass M40, M61, M139, M139C; dump M51; Trctr M52; med wrkr M62; trtr wrkr M246, Jun 55

9-8236 3-1/2-ton 2 whl cbl reel trl M310, Aug 55

9-9004-1 275-gal-per-hour max liq-disch-rate elect-mtr-drv whl-mntd press jet stm clnr (Clayton Mdl HR-ORD) (4940-268-9789) (clnr-40-C-1008-10), Aug 55

5-236-1 American ephemeris and almanac-1957

5-5385 Generator set, elec, port, dsl-drvn, skid-mtd, Consolidated Diesel mod 1780, 23 Jun 55

5-5040 Generator, acetylene, gas, port, Sight Feed mods M-12-SP and M-12-PS, 9 Aug 55

TM 9-761, C1 Twin 40-mm gun mtr crrg M19A1, Oct 55

TM 9-788, C1 38-ton H-S track M6, Oct 55

TM 9-1837, C1 (TO 36Y23-1-102) Power train for 5-ton 6x6 cargo trks, Oct 55

TM 9-1901, C3 (TO 11A-1-22) Artillery ammo, Oct 55

TM 9-6021 (TO 36Y18-3-1-102) Instru lights M19, M31, M34, M35, M37, M38, M47 (6578454, 7983714), Sep 55

TM 9-6027 Scope T150E1, Oct 55

TM 9-7012, C2 M48, M48A1 tanks, Oct 55

TM A-7420, C1 M8E2 cargo tractor, Oct 55

TM 9-8023-4 (TO 36A12-1B-342) Body, aux equip for 2½-ton gas trk M49, water trk M50, Oct 55

TM 9-8024 (TO 36A12-1B-321) 2½-ton Trucks M135, M211, M215, M217, M220, M221, M222, Oct 55

TM 9-8206 (TO 36A11-4-4-1) Bomb trlr M143 2-ton 4-whl, Sep 55

TM 9-8820 (TO 36A3-2-21) 36-pass bus (Twin Coach mod F-32-F), Sep 55

TM 9-9008-1 (TO 32B2-2-18-21) Heavy-duty 115-v ac-dc ½-in cap port elec drill (Port Elec Tools, Mod 554) (40-D-345), Oct 55

TM 9-9046-1 (TO 32B14-4-8-11) ¾-in bolt cap ¾-in sq-dr impact-type rev pneu wrench (Chi Pneu Tool mod 360 RS) (40-W-1094), Oct 55

TM 9-9068-1 (TO 34C2-4-14-1) Engine lathe, bench type ¾-h-p, 20-in between-centers, 10-in swing single-ph 60-cy 110-v (Sheldon Mach mod EXL-56B) (40-L-25), Sep 55

TM 9-9072-3 ½-in cap single-ph 60-cy 115-v drill press (Walker-Turner mod 1126-99-1) (40-P-1179), Oct 55

TM 9-9096-2 (TO 34G1-7-2-11) Single-ph 60-cy 110-v 7-in horiz metal cut shaper (Atlas Press Mod 7-B (40-S-1570), Oct 55

TM 9-9624-9 Synchro tester 7650184 (for FCS T38), Oct 55

ORDNANCE MWO's

G744-W23 5-ton 6x6 trks M41, M51, M54, M55, M62, M64; Chassis M39, M40, M61, M63, M139, M139C; trk tractors M52, M246: Modify intake manifold prevt eng dieseling, **F** Sep 55

G749-W27 2-1/2-ton 6x6 trks M135, M211, M215, M217, M220, M222, trk tractor M221: Replace steer gear pitman arm shft, **F** Oct 55

G749-W29 2-1/2-ton 6x6 chassis M133; trks M135, M211, M215, M217, M220, M222: trk tractor M221: Improve reverse clTch, reduction clTch engagement; output shft bushing lube; remov torus chk vlv retainer screws, **D** Sep 55

G754-W7 1-1/2-ton 2-whl water tk trlr M106: Reinforce fenders, **F** Sep 55

G789-W1 2-ton, 4 whl FCS van trlr M244: Install dual shock absorbers, front, **O** Oct 55

Y15-W1 Orgn maint assy spcl tool set, Nike XSAM-A-7: Correct defic, insur optimum performance, **O** Sep 55

G1-W58, C1 M46 tanks, M46A1, M47, M48, T67: reinforce oil cooler assy to reduce vibrat, **F** Sep 55

G1-W64, C1 2-1/2-ton 6x6 trks M135, M211, M215, M217, M220, M222: Trk tractor M221; and arm persnl carrier M59: Modify trnsmsn front, rear planetary units, **D** Sep 55

G200-W2, C1 M24 tank: Install spacers between eng fan lwr suppt arms, shroud assy, **F** Oct 55

G742-W16, C1 2-1/2-ton 6x6 trks M34, M35, M47, M49, M50, M59, M108, M109, V17A/MTQ,

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ORD 8 SNL F-148 (TO 11W3-13-1-114) Sight, M4, M6, Oct 55

ORD 8 SNL F-352 Scope, M90C, M90D, Oct 55

ORD 8 SNL F-356 Sec 2 Range, finder T42E1, Oct 55

ORD 7 SNL F-379 Aiming circle, M2 (T3), Sep 55

ORD 8 SNL F-379 (TO 49A7-3-14) Aiming circle M2 (T3), Oct 55

ORD 7 SNL G-252 High-speed tractor M8A1 (M8E2), Sep 55

ORD 8 SNL G-280, C2 Armored carrier, M59 (T59). Sep 55

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ORD 7-8 SNL J-216 Grinding mach, mach tool attacht: ⅓-hp, ac-dc, 115-v (McGonegal mod J2A1) (40-G-165-30), Sep 55

ORD 7-8 SNL J-481 Arc weld mach, dc, pto driven, 200-amp (Valentine Welder & Mfg, mod 2080) (3375-473-6423), Sep 55

ORD 7-8 SNL J-588 Dynamometer, engine: hyd, 700-hp (Clayton Mfg mod 200E) (6695-1-000001), Sep 55

ORD 3 SNL K-1 Abras, adhes, clnrs, preserv, recoil fluids, spec oils, related items, Sep 55

SM 9-2-1005, 10, 15 Stock, price list—FSC group 10 weapons—class 1005—guns thru 30-mm; class 1010—guns 30-mm to 75-mm; class 1015—guns 75-mm thru 125-mm, Oct 55

SM 9-2-3110 Stock, price list—FSC group 31—bearings; class 3110—bearings, anti-friction, unmtd, Oct 55

SM 9-5-1055 Stock list current issue items—FSC group 10 weapons—class 1055—launchers, rkts, pyro, Oct 55

SM 9-5-1315 Stock list current issue items—ammo 75-mm through 125-mm FS class 1315, Sep 55

SM 9-5-1390 Stock list current issue items—ammo—fuzes, primers—FS class 1390, Sep 55

TECHNICAL MANUALS

9-5058 5-ton 6x6 Trk-mtd svc pltfrm XM280E1, Aug 55

9-6045 Rng Finder T42E1, Jul 55

9-7421 Skysweeper trctr bdy kit, cargo pltfrm, cab hyd pump hyd sys main press reg, rlf vlv assy, hydc sys oil fltr press rlf vlve ass hyd mtr, brk contrl fnl drv brk boxes, PTO for cargo trctr M8E2, Jun 55

9-8028 (TO 36A12-1C-301) 5-ton 6x6 cargo trk M41, M45; chass M40, M61, M139, M139C; dump M51; Trctr M52; med wrkr M62; trtr wrkr M246, Jun 55

9-8236 3-1/2-ton 2 whl cbl reel trl M310, Aug 55

9-9004-1 275-gal-per-hour max liq-disch-rate elect-mtr-drv whl-mntd press jet stm clnr (Clayton Mdl HR-ORD) (4940-268-9789) (clnr-40-C-1008-10), Aug 55

5-236-1 American ephemeris and almanac-1957

5-5385 Generator set, elec, port, dsl-drvn, skid-mtd, Consolidated Diesel mod 1780, 23 Jun 55

5-5040 Generator, acetylene, gas, port, Sight Feed mods M-12-SP and M-12-PS, 9 Aug 55

TM 9-761, C1 Twin 40-mm gun mtr crrg M19A1, Oct 55

TM 9-788, C1 38-ton H-S track M6, Oct 55

TM 9-1837, C1 (TO 36Y23-1-102) Power train for 5-ton 6x6 cargo trks, Oct 55

TM 9-1901, C3 (TO 11A-1-22) Artillery ammo, Oct 55

TM 9-6021 (TO 36Y18-3-1-102) Instru lights M19, M31, M34, M35, M37, M38, M47 (6578454, 7983714), Sep 55

TM 9-6027 Scope T150E1, Oct 55

TM 9-7012, C2 M48, M48A1 tanks, Oct 55

TM A-7420, C1 M8E2 cargo tractor, Oct 55

TM 9-8023-4 (TO 36A12-1B-342) Body, aux equip for 2½-ton gas trk M49, water trk M50, Oct 55

TM 9-8024 (TO 36A12-1B-321) 2½-ton Trucks M135, M211, M215, M217, M220, M221, M222, Oct 55

TM 9-8206 (TO 36A11-4-4-1) Bomb trlr M143 2-ton 4-whl, Sep 55

TM 9-8820 (TO 36A3-2-21) 36-pass bus (Twin Coach mod F-32-F), Sep 55

TM 9-9008-1 (TO 32B2-2-18-21) Heavy-duty 115-v ac-dc ½-in cap port elec drill (Port Elec Tools, Mod 554) (40-D-345), Oct 55

TM 9-9046-1 (TO 32B14-4-8-11) ¾-in bolt cap ¾-in sq-dr impact-type rev pneu wrench (Chi Pneu Tool mod 360 RS) (40-W-1094), Oct 55

TM 9-9068-1 (TO 34C2-4-14-1) Engine lathe, bench type ¾-h-p, 20-in between-centers, 10-in swing single-ph 60-cy 110-v (Sheldon Mach mod EXL-56B) (40-L-25), Sep 55

TM 9-9072-3 ½-in cap single-ph 60-cy 115-v drill press (Walker-Turner mod 1126-99-1) (40-P-1179), Oct 55

TM 9-9096-2 (TO 34G1-7-2-11) Single-ph 60-cy 110-v 7-in horiz metal cut shaper (Atlas Press Mod 7-B (40-S-1570), Oct 55

TM 9-9624-9 Synchro tester 7650184 (for FCS T38), Oct 55

ORDNANCE MWO's

G744-W23 5-ton 6x6 trks M41, M51, M54, M55, M62, M64; Chassis M39, M40, M61, M63, M139, M139C; trk tractors M52, M246: Modify intake manifold prevt eng dieseling, **F** Sep 55

G749-W27 2-1/2-ton 6x6 trks M135, M211, M215, M217, M220, M222, trk tractor M221: Replace steer gear pitman arm shft, **F** Oct 55

G749-W29 2-1/2-ton 6x6 chassis M133; trks M135, M211, M215, M217, M220, M222: trk tractor M221: Improve reverse cltch, reduction cltch engagement; output shft bushing lube; remov torus chk vlv retainer screws, **D** Sep 55

G754-W7 1-1/2-ton 2-whl water tk trlr M106: Reinforce fenders, **F** Sep 55

G789-W1 2-ton, 4 whl FCS van trlr M244: Install dual shock absorbers, front, **O** Oct 55

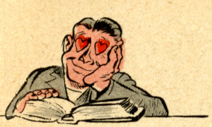
Y15-W1 Orgn maint assy spcl tool set, Nike XSAM-A-7: Correct defic, insur optimum performance, **O** Sep 55

G1-W58, C1 M46 tanks, M46A1, M47, M48, T67: reinforce oil cooler assy to reduce vibrat, **F** Sep 55

G1-W64, C1 2-1/2-ton 6x6 trks M135, M211, M215, M217, M220, M222: Trk tractor M221; and arm persnl carrier M59: Modify trnsmsn front, rear planetary units, **D** Sep 55

G200-W2, C1 M24 tank: Install spacers between eng fan lwr suppt arms, shroud assy, **F** Oct 55

G742-W16, C1 2-1/2-ton 6x6 trks M34, M35, M47, M49, M50, M59, M108, M109, V17A/MTQ,



HERE'S A LIST OF ADDITIONAL OFFICIAL PUBLICATIONS ON ORDNANCE EQUIPMENT WHICH ARE OF INTEREST TO A LOT OF YOU.

V18A/MTQ; Chassis M44, M45, M46; tractors M48, M275: Install suppt for trnsfr case top covr gasket, **F** Oct 55

C77-W3 105-mm rfl M27: Ream barrel to permit use cart T19E1 (Fld fin type), chang mdl desig M27 to M27A1, D Aug 55

G1-W67 12-ton, 4-whl semitrlr M127, M131: Replc snap rings w/washers welded to shaft, slv, F Aug 55

G1 W70 2-1/2-ton 6x6 trk M135, M211, M215, M217, M220, M222; trctr M221; full-trk arm pers carrier M59: Instal data plate on hyd transmsn, D Aug 55

G244-W38 M M46, M46A1 tanks: Instal aux eng hnd chk, thrtl cntrl, F Sep 55

G254-W12 M48 tank: Instal new trnsmsn shft cntrl vlv, F Aug 55

G254-W13 M48 tank: Drl drn holes hull telephone box, F Aug 55

G262-W22 M47 tank: Prvd addtl door stp for cmdr cupola door, F Apr 55

G268-W14 4x4 hvy gun-lift frnt trk M249: Provid access to nuts on eng rear mntg bolts, O Aug 55

G744-W25 5-ton 6x6 trk chass M139: Reduce axle gear ration when used w/chassis-mntd 762-mm rkt lnchr XM289, F Sep 55

G749-W13 2-1/2-ton 6x6 cgo trk M135: Instal elec circ for rit blkout tail, clear lts of towed veh, F Sep 55

G749-W20 2-1/2-ton 6x6 trks M135, M211, M215, M217, M220, M221, M222: Maching trnsmsn rear cltch hub, instal new rear cltch hub washer D, Apr 55

G768-W4 2-1/2-ton 4x2 1,200 gal gas tank trk (GMC Model HC 453): Instal gas segregator kit, F Sep 55

Y17-W1 Guided Missile acid srvcr XM2; fuel srvcr XM3; Correct defici insur optimum prfmc, O Aug 55

A50-W42 40-mm dual auto gun M2A1: Strengthen flash suppessor prongs, **F**, Oct 55

D31-W38, C1 240-mm how M1: Relocate lanyard lug, **F**, Oct 55

F207-W18 Remote contr sys M2A1: Protect power transformer of lagmeter ampli, **F**, Oct 55

F342-W3, Y4-W3 AA FCS M33C, M33D, Nike 1, guided miss sys: drain holesiin bottom comp of acq rad ant, **F**, Oct 55

F356-W1 Range finder T41: Modify range finder T41 to range finder M12, **D**, Oct 55

F356-W2 Range finder T41E3: Modify range finder T41E3 to range finder M12, **D**, Oct 55

G1-W71 2½-ton trks M34, M35, M36, M135, M211, M47, M59, M215, M275, M221: Instal winch clutch contro lever lock, **O**, Oct 55

G1-W72 ¾-ton 2-whl trlr M101; 1½-ton 2-whl trlr M104: Drill drain holes to prevent accum of water, **F**, Oct 55

G1-W73 Comm type veh: Modify directional sig light openings, **O**, Oct 55

G160-W7 12-ton trk trt M26, M26A1: Instal dog clutch on winch to prevent accidental release of winch load, **F**, Oct 55

G251-W7 M41 (T41E1) tank: Instal brkt for air-to-ground radio, **F**, Nov 55

G262-W10, C3 M47 tank: Eliminate oil cooler fan clutch failures, **F**, Oct 55

G268-W6 M249 heavy-gun-lift front trk: Instal neutral position locator plate for winch, hoist pump contr lever, **F**, May 55

G268-W13 M249 front trk, M250 rear trk: Instal lube fittings on emergency brake shoes and brake shoe equalizer lever, **F**, Oct 55

G268-W18 M249 front trk: Instal step reinforc brkts, **F**, Oct 55

G268-W19 M249 front trk; M250 rear trk: Replace wood screws in pass seat cushion front stops with bolts and nuts, **O**, Oct 55

G740-W8 M38 ¼-ton trk: Instal battery hold-down frame angle brkt, **O**, Oct 55

G740-W10 M38 ¼-ton trk: Secure front pass seat pivot pin to seat hinge pivot, **F**, Oct 55

G742-W17 2½-ton trks M34, M35, M47, M49, M50, M59, M108, M109, V17A/MTQ, V18A/MTQ, M44, M45, M46, M48, M275: Improve oil contr in engine mod 331-OA, **D**, Oct 55

G744-W26 5 ton trk M39, M40, M61, M63. M139, M139C, M41, M51, M54, M55, M62, M64, M52, M246: Modify univ joint adapters, **D**, Oct 55

G749-W31 2½ ton trks M135, M211, M215, M217, M220, M221, M222: Reinforce accelerator pedal, **F**, Oct 55

G758-W5 M38A1 ¼-ton trk and M170 front line ambu: Drill lube holes in handbrake handle, **O**, Oct 55

G787-W1 37-pass bus (Southern Coach mod S-36-M): Instal towing eyes, **F**, Oct 55

J560-W1 Veh-whl balancer 4910-473-6200: Change lamp assy and related parts to get a more brilliant light, **F**, Sep 55

Y4-W1 Director-computer grp OA-865/MSA-7; track station grp OA-866/MPA-4; target-track ant-rec-trans grp OA-859/MPA-4; Miss-track ant-rec-trans grp OA-858/MPA-4; acq ant rec-trans grp OA-653/MS; radar test set TS-847/MSW-1; ant and mast grp OA-739/MSW-1; trlr-mtd electronic shop XM304: Apply field changes to correct def and to insure opt perf of affected maj items, **F**, Sep 55

TECHNICAL BULLETINS

TB 9-1786A-1 13-ton high-speed trtr M5A4: Clth, prpelr sfts, F Aug 55

TB 9-7002-1 Armd full-trkd persnl carrier M59: Deenergiz infrared peris pwr pk O Aug 55

TB ORD 576 AOS-895-3, AO-895-4, AV-1790 series Cont engines: Close fuel-tank-shutoff valve, O Aug 55

TB ORD 597-19 (TO 34C2-8-1-2) Metal cut band saw file mach (Cont Mach Inc mod DoAll ML) (40-S-570): Rebld stds, D Aug 55

TB ORD 597-20 (TO 34W4-1-173) Arc weld mach (Westse Elec Mod EW 30, Hobart Bros Mod GR-300-S, GR-3153-S) (3375-255-9991): Rebld stds, D Jul 55

TB ORD 597-21 Cam, main bear bore mach (Cedar Rapids Engin Co. mod L-200) (4910-263-7918): Rebld stds, D Jul 55

TB ORD 597-22 Armat, undercutter lathe (4910-263-3077): Rebld stds, D Jul 55

TB ORD 597-24 Plain horiz mill mach (all makes, mods) (40-M-31): Rbld stds, D Jul 55

TB ORD 597-25 Non-inflam solv type port tank degreaser (Topper Equip Co, Circo Prod Co mod 20MM) (4940-244-8595): Rebld stds, D Aug 55

TB 9-2830-103 3/4-t 4x4 trks (Dodge), wpns carrier WC51 and WC52, carryall WC53, ambu WC54, cmd recon WC56 and WC57, phone install and light maint WC59, emergency rep WC60: Reclaim rear axle housing with undersize bearing seats, F Jun 55

TB 9-3066-1 762-mm rkt heating and tie-down kit XM46: Op and maint instruct for kit 8407297 on the 5-ton 6x6 cargo trk M55, O Jun 55

TB 9-786-1 13-ton H-S track M5A4 **O**, Oct 55

TB 9-804-13 M38 ¼-ton truck: Eliminate fuel and vent line chafing at fuel tank **O**, Nov 55

TB 9-804-14 (TO 35A5-2-503) M38 ¼-ton truck: Identif and instal speedo flex shaft assy **O**, Oct 55

TB 9-837-10 (TO 36A12-1C-514) 5-ton trks M41, M54, M55, M64, M51, M62, M39, M40, M61, M63, M139, M139C, M52, M246: Use of larger hyd brake wheel cyl **O**, Oct 55

TB 9-837-11 (TO 36A12-1-421) 5-ton trucks: Alteration of hood safety catch **O**, Oct 55

TB 9-1819AB-7 Hydr Transm (GMC mod 302-M): Repair or rebld due to malfunction of contr valve **D**, Oct 55

TB 9-1860-2, C3 Evaluation of erosion, damage in cannon bores **D**, Sep 55

TB 9-1870-2/1 Break-in and care of rubber tracks **O**, Oct 55

TB 9-2830-102 Ord whl veh reclaim rear main spring seat **D**, Oct 55

TB 9-3141-1 75-mm rifles M20, T21E12: Repair worn shoulders on breechblock, breechblock hinge **D**, Oct 55

TB 9-8224-1 FCS trlrs M244, M244E1, M258, M259, M262: Prevention of roof leakage **O**, Oct 55

TB ORD 322 (TO 36Y31-4-1-5) Clean and preserv reclaimed veh fuel tanks **D**, Oct 55

TB ORD 463, C1 Vehicles with 24-volt electrical systems: precautions, maint, storage of new type 12-volt lead-acid storage batteries 2HN, 6TN **O**, Oct 55

TB ORD 552, C1 Lacquer and its application **O,F,D** Oct 55

TB ORD 592, C1 Scabbards M8 and M8A1: Identify scabbard M8 series **D**, Oct 55

TB ORD 597-28 (TO 34Y2-1-173) Pressure jet steam cleaner (Clayton Mfg. Co., mods HR-ORD, LHR-ORD) (4940-268-9789): Rebld standards **D**, Oct 55

TB ORD 597-29 Motor veh washer (Supreme Equipment Corp, mod AW-2) (4910-254-8863): Rebld standards **D**, Sep 55

TB ORD 597-30 (TO 34Y4-5-1-143) Paint spray (Devilbiss Co mod PMBC-510 No. 58-FX, 4940-261-8413; mod PMBC-510 No. 45-E, 4940-261-8414; mod PMBC 510 No. 58-E, 4940-261-8415): Rebld standards **D**, Oct 55

TB ORD 597-31 Horiz honing mach (Ammco Tools Inc mod 2600, 40-G-103): Rebld standards **D**, Sep 55

TB ORD 611-3 Twin post pneu motor veh Lift (Globe Hoist Co mod 2-SHLR-210-AB, 4910-221-1826) oper instru **O**, Oct 55

TB ORD 617 Continental 12-cyl engines mod AV-1790-5B, AV-1790-7: Improve spark advance gov assy **D**, Oct 55

TB ORD 619 Cartridge, HE, T50E2 for 75-mm gun T83E7: Calibration data for certain lots Oct 55

LUBE ORDERS

LO 9-7212 SP Gun, 155-mm, T97, Mar 55

LO 9-8202 Dolly, 6, 8-ton trlr convert (mods M197, M198), Jul 55

LO 9-8236 Trailer, cable reel, 3-1/2-t, 2-whl, mod 310, Jul 55

LO 9-U701 Buffer: Tire and tube, flex shaft, ptbl, ¾-hp, 110-v, 60-cy single-phase, 4-speed (Wyzenbeek and Staff Inc mod 37-A) Aug 55

LO-9-7422 M51 heavy recovery vehicle Oct 55

LO-9-9092-1 Saw, hack, dry-cut, ¼-hp, 110-v, ac, 60-cy, 3x3-in cap (Lipe-Rollway Corp. "Hand-1-Hack" mod C) and Saw, hack, dry-cut, ¼-hp, 110-v, dc, 3x3-in cap (Lipe-Rollway Corp. "Hand-1-Hack" mod C) Aug 55

SUPPLY BULLETINS

SB 9-81 Insp, rep, repackag autom hyd brk cyl assys, F Aug 55

SB 9-75, C1 Inspection of small arms gages **D**, Nov 55

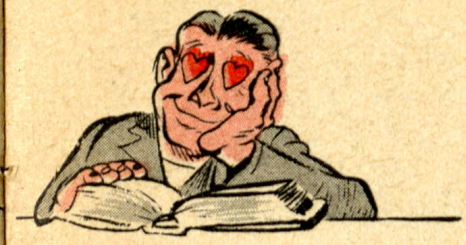
SB 9-117, C1 Repair, replace parts for comm shot-guns **D**, Nov 55

SB 9-122 Ord Corps adopted items of materiel Sep 55

SB 9-124 Install maint in-stor instru for Ord Corps tank engines stock nos. G244-7721825, G262,7398577, G262-7355952, G262-8376827, G262,8376947 in reusable metal containers; ord stock no. G262,8690700 **D**, Nov 55

NOTE—On TB's, SB's and MWO's:

O—Organizational Maintenance
F—Field Maintenance
D—Depot Maintenance



V18A/MTQ; Chassis M44, M45, M46; tractors M48, M275: Install suppt for trnsfr case top covr gasket, F Oct 55

C77-W3 105-mm rfl M27: Ream barrel to permit use cart T19E1 (Fld fin type), chang mdl desig M27 to M27A1, D Aug 55

G1-W67 12-ton, 4-whl semitrlr M127, M131: Replc snap rings w/washers welded to shaft, slv, F Aug 55

G1 W70 2-1/2-ton 6x6 trk M135, M211, M215, M217, M220, M222; trctr M221; full-trk arm pers carrier M59: Instal data plate on hyd transmsn, D Aug 55

G244-W38 M M46, M46A1 tanks: Instal aux eng hnd chk, thrtl cntrl, F Sep 55

G254-W12 M48 tank: Instal new trnsmsn shft cntrl vlv, F Aug 55

G254-W13 M48 tank: Dri drn holes hull telephone box, F Aug 55

G262-W22 M47 tank: Prvd addtl door stp for cmdr cupola door, F Apr 55

G268-W14 4x4 hvy gun-lift frnt trk M249: Provid access to nuts on eng rear mntg bolts, O Aug 55

G744-W25 5-ton 6x6 trk chass M139: Reduce axle gear ration when used w/chassis-mntd 762-mm rkt lnchr XM289, F Sep 55

G749-W13 2-1/2-ton 6x6 cgo trk M135: Instal elec circ for rit blkout tail, clear lts of towed veh, F Sep 55

G749-W20 2-1/2-ton 6x6 trks M135, M211, M215, M217, M220, M221, M222: Maching trnsmsn rear citch hub, instal new rear citch hub washer D, Apr 55

G768-W4 2-1/2-ton 4x2 1,200 gal gas tank trk (GMC Model HC 453): Instal gas segregator kit, F Sep 55

Y17-W1 Guided Missile acid srvcr XM2; fuel srvcr XM3; Correct defici insur optimum prfmc, O Aug 55

A50-W42 40-mm dual auto gun M2A1: Strengthen flash suppressor prongs, **F**, Oct 55

D31-W38, C1 240-mm how M1: Relocate lanyard lug, **F**, Oct 55

F207-W18 Remote contr sys M2A1: Protect power transformer of lagmeter ampli, **F**, Oct 55

F342-W3, Y4-W3 AA FCS M33C, M33D, Nike 1, guided miss sys: drain holesiin bottom comp of acq rad ant, **F**, Oct 55

F356-W1 Range finder T41: Modify range finder T41 to range finder M12, **D**, Oct 55

F356-W2 Range finder T41E3: Modify range finder T41E3 to range finder M12, **D**, Oct 55

G1-W71 2½-ton trks M34, M35, M36, M135, M211, M47, M59, M215, M275, M221: Instal winch clutch contro lever lock, **O**, Oct 55

G1-W72 ¾-ton 2-whl trlr M101; 1½-ton 2-whl trlr M104: Drill drain holes to prevent accum of water, **F**, Oct 55

G1-W73 Comm type veh: Modify directional sig light openings, **O**, Oct 55

G160-W7 12-ton trk trt M26, M26A1: Instal dog clutch on winch to prevent accidental release of winch load, **F**, Oct 55

G251-W7 M41 (T41E1) tank: Instal brkt for air-to-ground radio, **F**, Nov 55

G262-W10, C3 M47 tank: Eliminate oil cooler fan clutch failures, **F**, Oct 55

G268-W6 M249 heavy-gun-lift front trk: Instal neutral position locator plate for winch, hoist pump contr lever, **F**, May 55

G268-W13 M249 front trk, M250 rear trk: Instal lube fittings on emergency brake shoes and brake shoe equalizer lever, **F**, Oct 55

G268-W18 M249 front trk: Instal step reinforc brkts, **F**, Oct 55

G268-W19 M249 front trk; M250 rear trk: Replace wood screws in pass seat cushion front stops with bolts and nuts, **O**, Oct 55

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G740-W8 M38 ¼-ton trk: Instal battery hold-down frame angle brkt, **O**, Oct 55

G740-W10 M38 ¼-ton trk: Secure front pass seat pivot pin to seat hinge pivot, **F**, Oct 55

G742-W17 2½-ton trks M34, M35, M47, M49, M50, M59, M108, M109, V17A/MTQ, V18A/MTQ, M44, M45, M46, M48, M275: Improve oil contr in engine mod 331-OA, **D**, Oct 55

G744-W26 5 ton trk M39, M40, M61, M63. M139, M139C, M41, M51, M54, M55, M62, M64, M52, M246: Modify univ joint adapters, **D**, Oct 55

G749-W31 2½ ton trks M135, M211, M215, M217, M220, M221, M222: Reinforce accelerator pedal, **F**, Oct 55

G758-W5 M38A1 ¼-ton trk and M170 front line ambu: Drill lube holes in handbrake handle, **O**, Oct 55

G787-W1 37-pass bus (Southern Coach mod S-36-M): Instal towing eyes, **F**, Oct 55

J560-W1 Veh-whl balancer 4910-473-6200: Change lamp assy and related parts to get a more brilliant light, **F**, Sep 55

Y4-W1 Director-computer grp OA-865/MSA-7; track station grp OA-866/MPA-4; target-track ant-rec-trans grp OA-859/MPA-4; Miss-track ant-rec-trans grp OA-858/MPA-4; acq ant rec-trans grp OA-653/MS; radar test set TS-847/MSW-1; ant and mast grp OA-739/MSW-1; trlr-mtd electronic shop XM304: Apply field changes to correct def and to insure opt perf of affected maj items, **F**, Sep 55

TECHNICAL BULLETINS

TB 9-1786A-1 13-ton high-speed trtr M5A4: Clth, prpelr sfts, F Aug 55

TB 9-7002-1 Armd full-trkd persnl carrier M59: Deenergiz infrared peris pwr pk O Aug 55

TB ORD 576 AOS-895-3, AO-895-4, AV-1790 series Cont engines: Close fuel-tank-shutoff valve, O Aug 55

TB ORD 597-19 (TO 34C2-8-1-2) Metal cut band saw file mach (Cont Mach Inc mod DoAll ML) (40-S-570): Rebld stds, D Aug 55

TB ORD 597-20 (TO 34W4-1-173) Arc weld mach (Westse Elec Mod EW 30, Hobart Bros Mod GR-300-S, GR-3153-S) (3375-255-9991): Rebld stds, D Jul 55

TB ORD 597-21 Cam, main bear bore mach (Cedar Rapids Engin Co. mod L-200) (4910-263-7918): Rebld stds, D Jul 55

TB ORD 597-22 Armat, undercutter lathe (4910-263-3077): Rebld stds, D Jul 55

TB ORD 597-24 Plain horiz mill mach (all makes, mods) (40-M-31): Rbld stds, D Jul 55

TB ORD 597-25 Non-inflam solv type port tank degreaser (Topper Equip Co, Circo Prod Co mod 20MM) (4940-244-8595): Rebld stds, D Aug 55

TB 9-2830-103 3/4-t 4x4 trks (Dodge), wpns carrier WC51 and WC52, carryall WC53, ambu WC54, cmd recon WC56 and WC57, phone install and light maint WC59, emergency rep WC60: Reclaim rear axle housing with undersize bearing seats, F Jun 55

TB 9-3066-1 762-mm rkt heating and tie-down kit XM46: Op and maint instruct for kit 8407297 on the 5-ton 6x6 cargo trk M55, O Jun 55

TB 9-786-1 13-ton H-S track M5A4 **O**, Oct 55

TB 9-804-13 M38 ¼-ton truck: Eliminate fuel and vent line chafing at fuel tank **O**, Nov 55

TB 9-804-14 (TO 35A5-2-503) M38 ¼-ton truck: Identif and instal speedo flex shaft assy **O**, Oct 55

TB 9-837-10 (TO 36A12-1C-514) 5-ton trks M41, M54, M55, M64, M51, M62, M39, M40, M61, M63, M139, M139C, M52, M246: Use of larger hyd brake wheel cyl **O**, Oct 55

TB 9-837-11 (TO 36A12-1-421) 5-ton trucks: Alteration of hood safety catch **O**, Oct 55

TB 9-1819AB-7 Hydr Transm (GMC mod 302-M): Repair or rebld due to malfunction of contr valve **D**, Oct 55

TB 9-1860-2, C3 Evaluation of erosion, damage in cannon bores **D**, Sep 55

TB 9-1870-2/1 Break-in and care of rubber tracks **O**, Oct 55

TB 9-2830-102 Ord whl veh reclaim rear main spring seat **D**, Oct 55

TB 9-3141-1 75-mm rifles M20, T21E12: Repair worn shoulders on breechblock, breechblock hinge **D**, Oct 55

TB 9-8224-1 FCS trlrs M244, M244E1, M258, M259, M262: Prevention of roof leakage **O**, Oct 55

TB ORD 322 (TO 36Y31-4-1-5) Clean and preserv reclaimed veh fuel tanks **D**, Oct 55

TB ORD 463, C1 Vehicles with 24-volt electrical systems: precautions, maint, storage of new type 12-volt lead-acid storage batteries 2HN, 6TN **O**, Oct 55

TB ORD 552, C1 Lacquer and its application **O,F,D** Oct 55

TB ORD 592, C1 Scabbards M8 and M8A1: Identify scabbard M8 series **D**, Oct 55

TB ORD 597-28 (TO 34Y2-1-173) Pressure jet steam cleaner (Clayton Mfg. Co., mods HR-ORD, LHR-ORD) (4940-268-9789): Rebld standards **D**, Oct 55

TB ORD 597-29 Motor veh washer (Supreme Equipment Corp, mod AW-2) (4910-254-8863): Rebld standards **D**, Sep 55

TB ORD 597-30 (TO 34Y4-5-1-143) Paint spray (Devilbiss Co mod PMBC-510 No. 58-FX, 4940-261-8413; mod PMBC-510 No. 45-E, 4940-261-8414: mod PMBC 510 No. 58-E, 4940-261-8415): Rebld standards **D**, Oct 55

TB ORD 597-31 Horiz honing mach (Ammco Tools Inc mod 2600, 40-G-103): Rebld standards **D**, Sep 55

TB ORD 611-3 Twin post pneu motor veh Lift (Globe Hoist Co mod 2-SHLR-210-AB, 4910-221-1826) oper instru **O**, Oct 55

TB ORD 617 Continental 12-cyl engines mod AV-1790-5B, AV-1790-7: Improve spark advance gov assy **D**, Oct 55

TB ORD 619 Cartridge, HE, T50E2 for 75-mm gun T83E7: Calibration data for certain lots Oct 55

LUBE ORDERS

LO 9-7212 SP Gun, 155-mm, T97, Mar 55

LO 9-8202 Dolly, 6, 8-ton trlr convert (mods M197, M198), Jul 55

LO 9-8236 Trailer, cable reel, 3-1/2-t, 2-whl, mod 310, Jul 55

LO 9-U701 Buffer: Tire and tube, flex shaft, ptbl, ¾-hp, 110-v, 60-cy single-phase, 4-speed (Wyzenbeek and Staff Inc mod 37-A) Aug 55

LO-9-7422 M51 heavy recovery vehicle Oct 55

LO-9-9092-1 Saw, hack, dry-cut, ¼-hp, 110-v, ac, 60-cy, 3x3-in cap (Lipe-Rollway Corp. "Hand-1-Hack" mod C) and Saw, hack, dry-cut, ¼-hp, 110-v, dc, 3x3-in cap (Lipe-Rollway Corp. "Hand-1-Hack" mod C) Aug 55

SUPPLY BULLETINS

SB 9-81 Insp, rep, repackag autom hyd brk cyl assys, F Aug 55

SB 9-75, C1 Inspection of small arms gages **D**, Nov 55

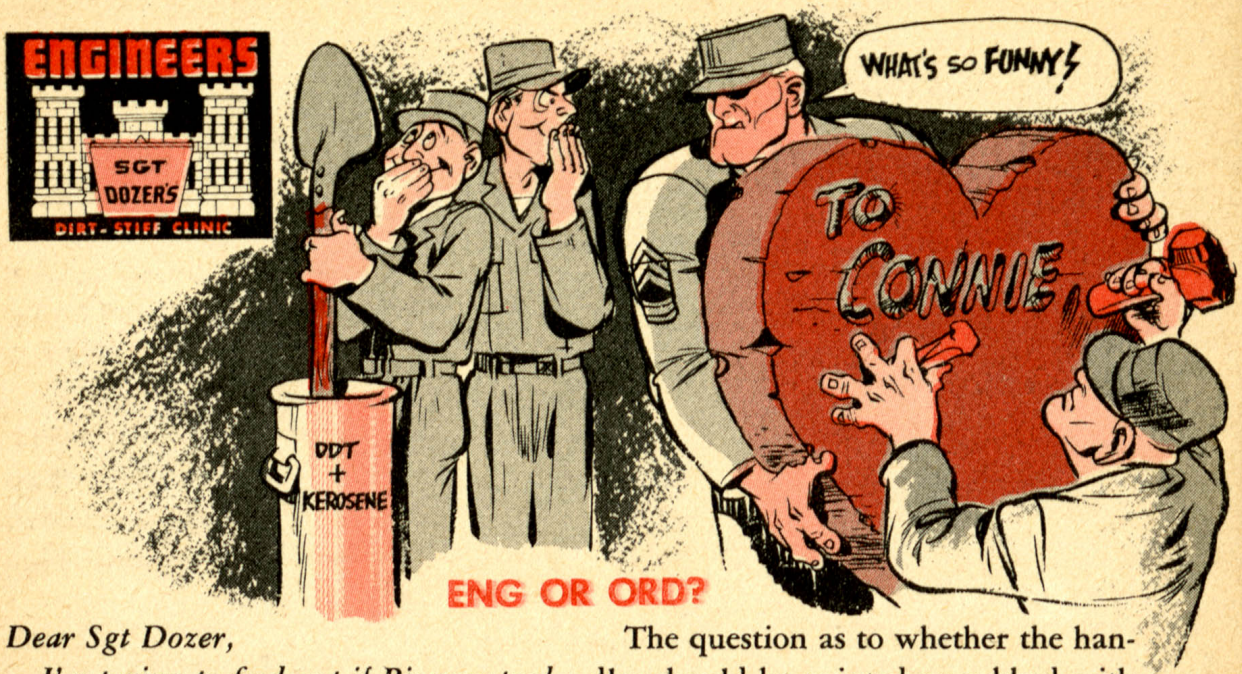
SB 9-117, C1 Repair, replace parts for comm shot-guns **D**, Nov 55

SB 9-122 Ord Corps adopted items of materiel Sep 55

SB 9-124 Install maint in-stor instru for Ord Corps tank engines stock nos. G244-7721825, G262,7398577, G262-7355952, G262-8376827, G262,8376947 in reusable metal containers; ord stock no. G262,8690700 **D**, Nov 55

NOTE—On TB's, SB's and MWO's:

O—Organizational Maintenance
F—Field Maintenance
D—Depot Maintenance



Dear Sgt Dozer,

I'm trying to find out if Pioneer tool sets are Ordnance or Engineer equipment. I also want to know if the handles on the individual tool set items should be painted or cleaned and then have linseed oil put on.

Over here in Europe, Ordnance says to paint the handles, while the Engineers say clean them and rub them with linseed oil. Who's right and what gives whom the authority?

Sfc T.H.C.

Dear Sfc T. H. C.,

Your question's a little difficult to answer, because it gets kinda complicated.

The Engineers have the storage and issue responsibility for the Pioneer equipment sets, but not all of the items in the set are Engineer equipment. Some hand tools, for example, have to be requisitioned for replacement stock from Ordnance. Remember that the Corps of Engineers stocks and issues the complete sets only. The sets are listed in the appropriate ENG 6's.

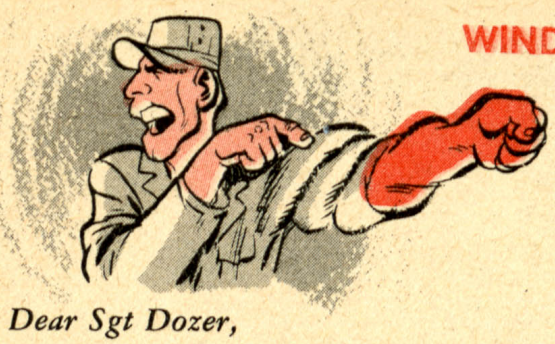
The question as to whether the handles should be painted or rubbed with linseed oil has been a matter of personal opinion for a long time. But the latest scoop says that the handles will be dipped for a minimum of three minutes in a solution of DDT and kerosene as often as needed. This mixture is just a common insecticide which is available at all posts, camps and stations.

The mixture can be obtained in a 5-gallon container from your Quartermaster unit under Federal Stock No. 6840-253-3892. It's called Insecticide, DDT, liquid, 5% DDT.

This info is hot off the griddle and you won't find a written directive for this method of handle preservation. However, all items furnished by the Corps of Engineers should get the insecticide mixture treatment. Of course, it's another story if the item belongs to Ordnance. Then it's up to the local Ordnance officer.

Sgt Dozer

WIND IT UP



Dear Sgt Dozer,

I'm always having trouble with the rewind starter on my Mall chain saw. When we replace the parts it still carries away again real soon.

Sgt H.M.R.

Dear Sgt H. M. R.,

There isn't a whole lot you can do about that Mall chain saw starter. It's a bit light, no doubt of it. But if you install a new one and then make a practice of sorta coaxing it around until you're sure you have the starter engaged right, and have the engine coming up on compression, then you can give it a real good yank without hurting it.

If your engine doesn't start, go back to the slow and easy way of doing things until you feel the compression again before you give the next strong pull. Easy does it.

Sgt Dozer

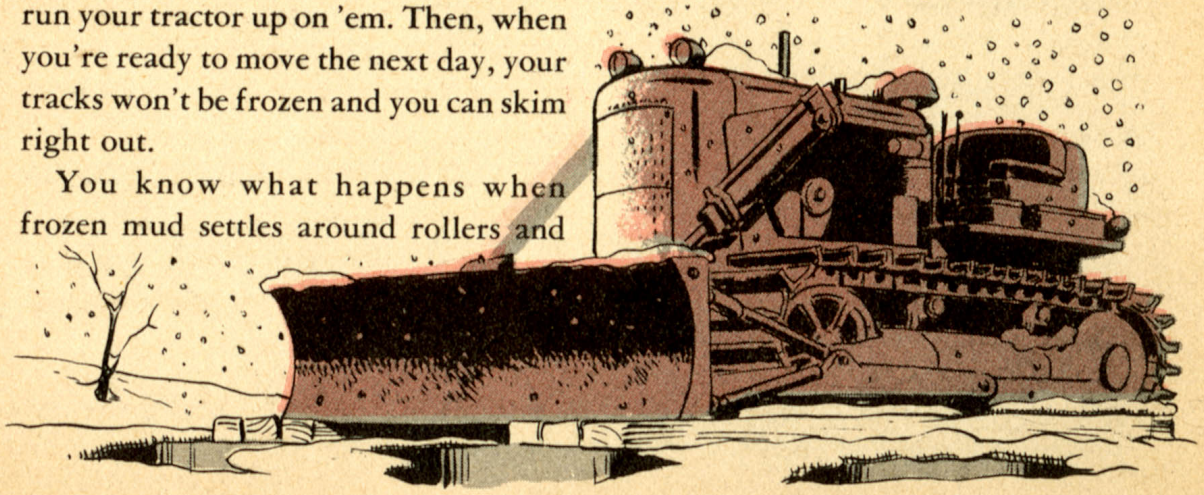
Mud Can Mean . . . . . FROZEN TRACK ROLLERS

Mud plus freezing weather will always give your tractor a hard time. Frozen mud can tear up tractor hardware in a hurry, so that's why you want to be extra careful when you park your tractor in such muck. The best bet, of course, is to keep from parking your tractor in mud, but lots of times you can't help it.

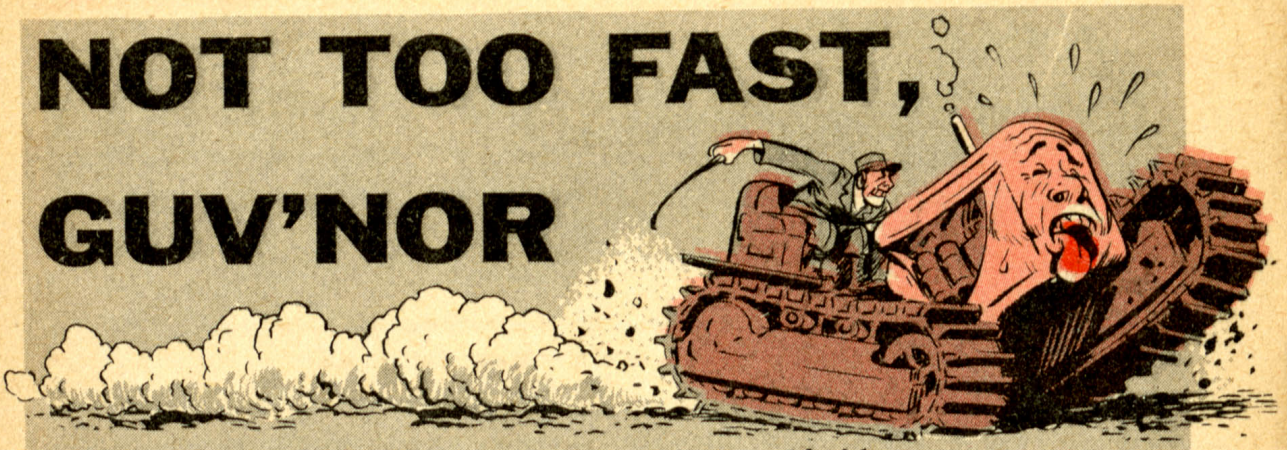
If you do have to park your machine in the mud, get a couple of timbers and run your tractor up on 'em. Then, when you're ready to move the next day, your tracks won't be frozen and you can skim right out.

You know what happens when frozen mud settles around rollers and carrier rollers? It locks 'em tight. If you run a machine any distance with frozen rollers, the track rails'll rub over the rollers and wear flat spots on 'em. When this happens, the rollers are practically useless.

It'll take a little extra time and effort, but give the track assemblies a good cleaning after running in mud. You'll find the job a short one compared to the time it takes to free a frozen roller.



NOT TOO FAST, GUV'NOR



A traffic cop won't pull you over to the side of the road for it 'cause it can happen sitting still—but you're a genuine mechanical menace when you overspeed a diesel engine.

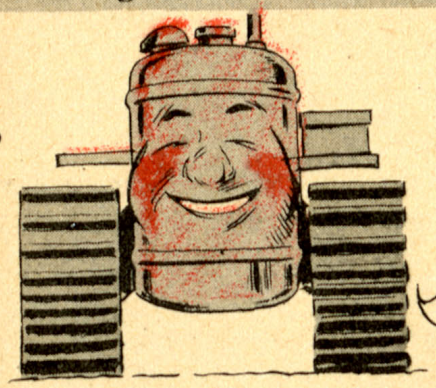
A lot of people think they don't hafta worry about overspeeding diesels because of the governor. But they do!!!

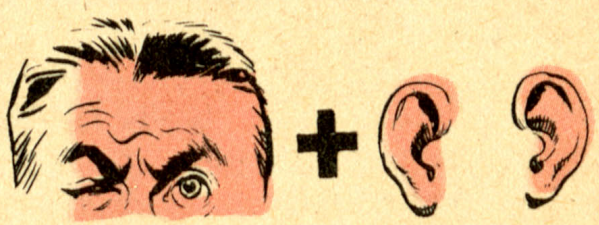
The governor is an absolute essential to a diesel engine, and without it, the engine would either run away or stop. But still, the governor is just a guide or helper.

The main causes of overspeeding usually can be traced right back to the operator—his carelessness and inexperience.

Remember five important points and you'll cut down your chances of engine overspeeding. Here they are:

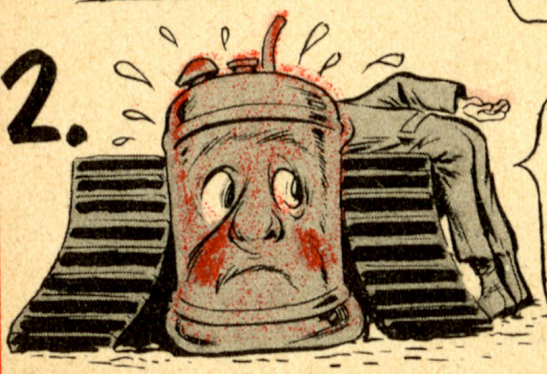
1.



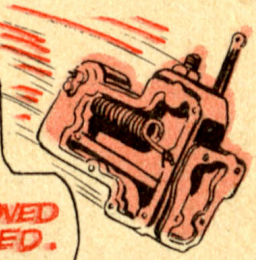


USE YOUR HEAD AND EARS INSTEAD OF DEPENDING TOO MUCH ON YOUR GOVERNOR TO KEEP ENGINE SPEED BELOW MAXIMUM.

2.

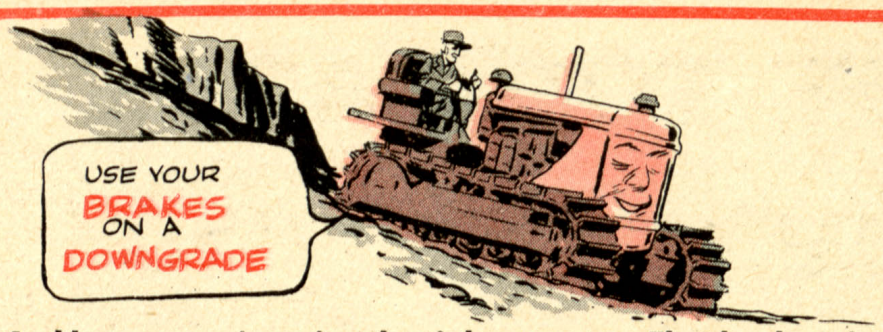


YOU'RE ASKING FOR TROUBLE WHEN YOU TRY TO OPERATE YOUR DIESEL WITH THE GOVERNOR REMOVED OR DISCONNECTED.



Always use your governor, even though it only regulates the fuel supply.

3.

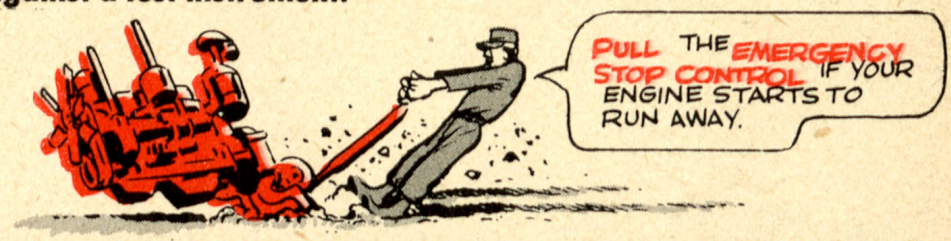


And be sure you're using the *right* gear, too. That load you're carrying could push the engine over its maximum speed.

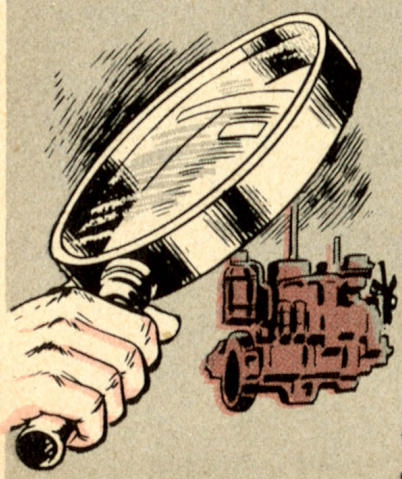
4.

That's when the governor's likely to let the engine overspeed. Of course, you should use the tachometer at all times. But don't forget —those vehicle tachometers sometimes take a whale of a beating. It's always good practice to periodically check the vehicle tach against a test instrument.

5.



Do this only in emergency, though, 'cause using the stop control to turn off an engine that's running normally might eventually cause other troubles. Then you might not have the stop control when you need it most.

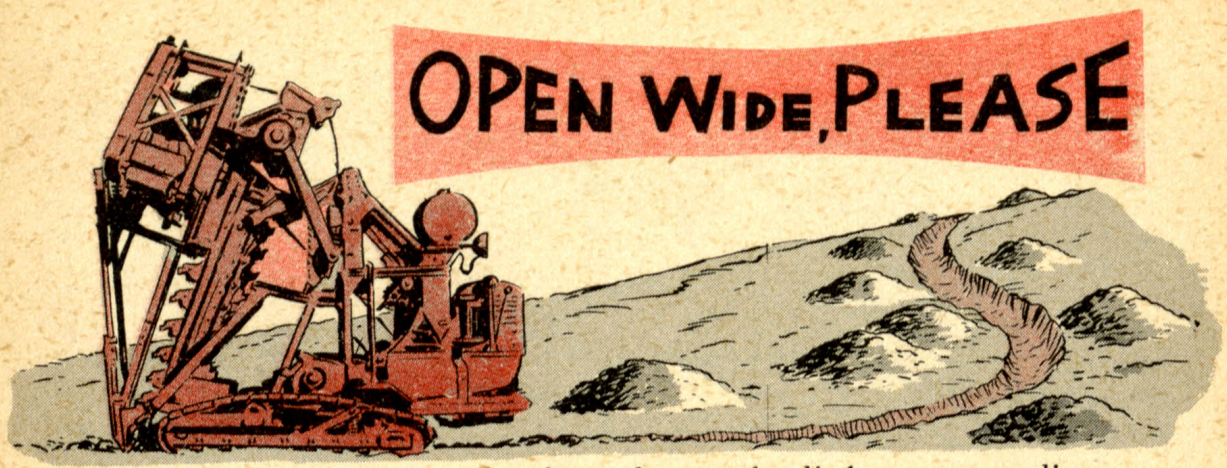


Remember, whether the engine is new or rebuilt, it carries a warranty. That means the manufacturer will guarantee all parts for a certain period of time. But if those parts go bad as a result of overspeeding, the manufacturer might cancel the warranty—even if you overspeed during the first hour the equipment's used.

How's the manufacturer or engine dealer to know the damage has been caused by overspeeding? It's easier than you think. The tachometer red needle isn't the only way to tell that an engine's been operated over its maximum. Nope, you can't protect an engine warranty by just resetting the tachometer.

A close inspection of the engine by the manufacturer can turn up plenty of evidence that you gave her more than she could take.

OPEN WIDE, PLEASE



Here's a case where you can be the dentist. Yep, you ought to take a regular look-see at the bucket line's digging teeth when you're digging with the Barber-Greene 44-C ditcher.

If you don't check those teeth regularly, they're liable to wear down and you'll find yourself scooping dirt with the stub or bucket instead of the digging edge.

Everybody's interested in getting a job done in a hurry—but in the right way. If you replace worn teeth more often on the ditcher, you can dig more trenches in a shorter time.

Just remember that when you dig with dull teeth, you're putting a much heavier load on the ditcher's engine and transmission.

In case of an emergency or while waiting for replacements, digging teeth can be re-stellited—or built up—by your shop if they're not worn too badly. So, if the teeth on your ditcher are worn, get 'em replaced right away. You can do your digging job faster—and easier.

The ROUND UP

HERE ARE SOME MORE PUBS YOU MIGHT WANT TO ADD TO YOUR PILE - - -

TECHNICAL BULLETINS

5-9715-1 Preservation of Engr mech equip for storage, 19 Jul 55

5-5262-1 Generator set, elec, port, dsl-drvn, skid-mtd, Sheppard mod 16E

5-9179-1 Ditcher, plow type, East Texas Engrg mod 56-S, 14 Jul 55

5-5182-1 Engine, gasoline, LeRoi mod H 2000

5-5314-1 PMS generator set, elec, port, dsl-drvn, skid-mtd, Cummins mod NHRSGA-601-100

5-1485-1 Mixer, concrete, 7 cu ft, Jaeger mod 7S, 17 Oct 55

5-5148-1 Gen set, elec, port, 60-cy, Carson mod PE-79-F, 14 Oct 55

5-5438-1 PMS, Compressor, 6 CFM, Lynch Mod PG-10-AC (G-10-6), 23 Sep 55

5-9090-1 PMS, ice plant, Frick mod 5x5-AU, 17 Oct 55

5-1374-1 PMS, breaker, paving, Syntron mods PB-51, Style 1870, 31 Oct 55

5-5023-1 Gen set, elec, port, dsl drvn, Buda mod 8DCS-1125, 18 Oct 55

5-2063-1 PMS, distillation, gas-drvn, skid-mtd, 60-GPH, Badger mod SU, 27 Oct 55

5-5035-1 Freq Converters, mtr gen sets, 15 and 30-KW, 60/400-cy, 19 Oct 55

LUBRICATION ORDERS

5-5081 Generator set, port, gas-drvn, skid-mtd, 5-kw, Kohler mod 5MH81, 7 Jul 55

5-5099 Compressor, air, trlr-mtd, dsl-drvn, Joy mod WK-80-315, 12 Jul 55

5-5115 Compressor, air, trlr-mtd, dsl-drvn, LeRoi mod 500D2-C, 12 Jul 55

5-5314 Generator set, elec, port, dsl-drvn, skid-mtd, Cummins mod NHRSGA-601-100, 13 Jul 55

5-5327 Generator set, port, dsl-drvn, skid-mtd, 50-kw, Bolinders mod 760, 7 Jul 55

5-9095 Ice plant, 1-ton, gas-driven, Reco mod G 2000-S50D, 16 Jun 55

5-9290 Winch, towing reversible, one drum, 8600 to 12000 drawbar pull tractor, front mtd, for Intnl mod TD-9, Trctr, Gar Wood mod T4-B, rear mtd, for Intnl mod TD-18 Trctr, Gar Wood mod T-5-RBU, 12 Jul 55

5-9585 Conveyor, crwlr-mtd, gas-drvn, 75-ton ph capacity, Barber-Greene mod 689, 24 Jun 55

5-5077 Generator set, elec, port, gas-drvn, skid-mtd, 1-1/2-kw, Homelite mod 24A 120-23A, 16 Jun 55

TECHNICAL MANUALS

5-5115 Compressor, air, trlr-mtd, 4-wh, pneu tires, dsl drvn, LeRoi mod 500D2-C, 1955

5-240 Guide to compilation and rev of maps, 1955

5-5237 Engine, dsl, Caterpillar mod D-397, 14 Sep 55

5-9335 Sprayer, paint, port w/compressor, DeVilbiss mod NM-616, 13 Oct 55

5-9507-2 Crane-Shvl, PU, rev, trk-mtd, 20-ton, ¾ cu yd, 22 Sep 55

ENG MWO's

1043-1 Grader, rd, mtrzd, dsl-drvn, Rome mod 402, 17 Aug 55

9258-1 Truck, refuse, Sicard Industries Inc mod Sanivan SM-4, 23 Aug 55

5061-1 Compressor, air, trk-mtd, gas-drvn, LeRoi mod 210-G2 (105-GA), 15 Jul 55

ENG 7 & 8's

4059 Tamper, backfill, pneu, LeRoi mod 11, 1 Aug 55

5047 Generator, acetylene gas, port, Marquette mod 612, 1 Aug 55

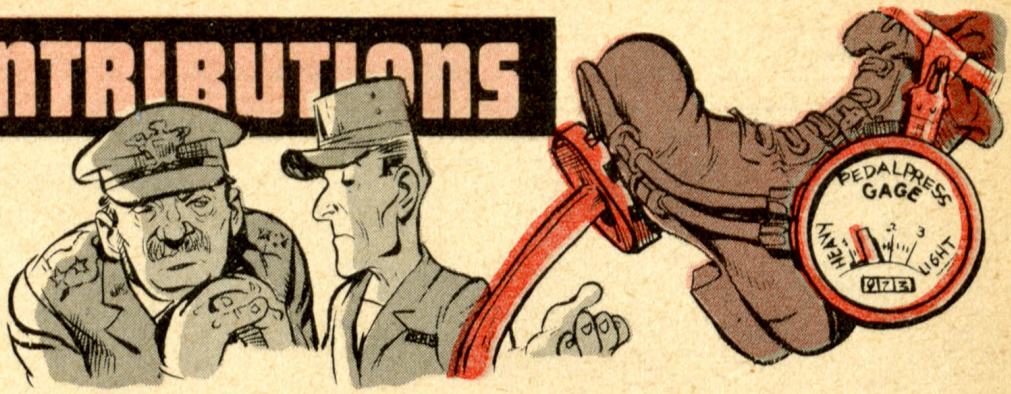
9512 Crane-Shvl, PU, rev, Marion mod 372, 12 Jul 55

ENG 7, 8 & 9's

9530 Crane-Shvel, PU, rev, trk-mtd, Schield Pantam mod RBM-53, 8 Jul 55

1052 Stabilizer, soil, dsl-drvn, crwlr type, Harnischfeger mod LA-88, 11 Jul 55

CONTRIBUTIONS



RED LINED

Dear Editor,

Keeping tabs on that clutch pedal free-travel in wheeled vehicles has been bugging guys for a long time. Think I've finally hit upon a solution—maybe one that all PS readers can use.

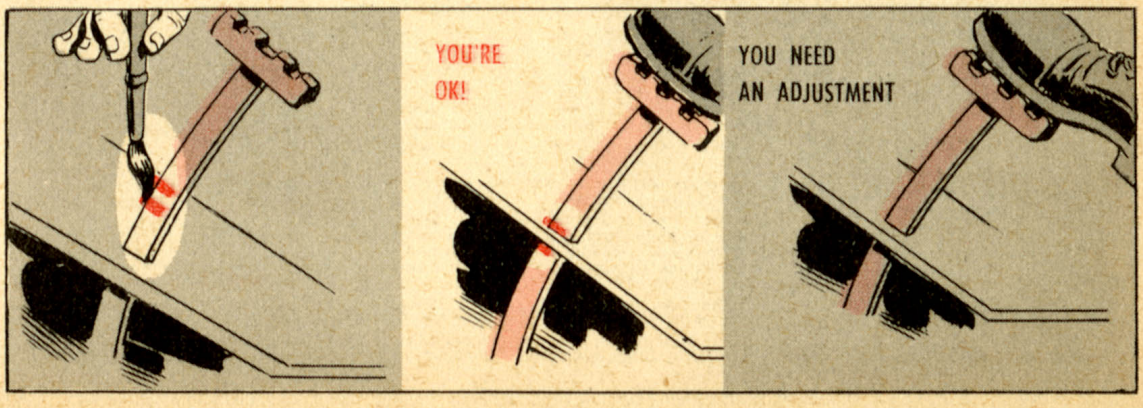
Go to your TM and get the clutch pedal free-travel spec for your particular vehicle. After you've got this, measure up along the clutch shaft from the toe board to the distance or distances mentioned in the TM and paint a red stripe on the shaft.

For example, the clutch pedal free-travel for the 5-tons is 1¾ to 2 inches. Using the method in your TM, measure these distances and draw two red stripes on your clutch shaft—one at a distance of 1¾-in above the toe board; the other 2-in above the toe board.

As long as the toe board comes between the two stripes when the free-travel is taken up, you've got it knocked—your clutch pedal linkage is adjusted OK. And you don't have to keep measuring free-play with a ruler—a quick look-see will tell you where she stands.

PFC M. C. McGilvray
Ft Hood, Texas

(Ed Note—A real dandy, but why not a band the width of the tolerance for your vehicle. It might be easier to put on. You've got to do one thing—get the OK of your CO or Ordnance Officer before dolling your truck up like a Christmas package. You'll see a technical bulletin on this one of these days.)



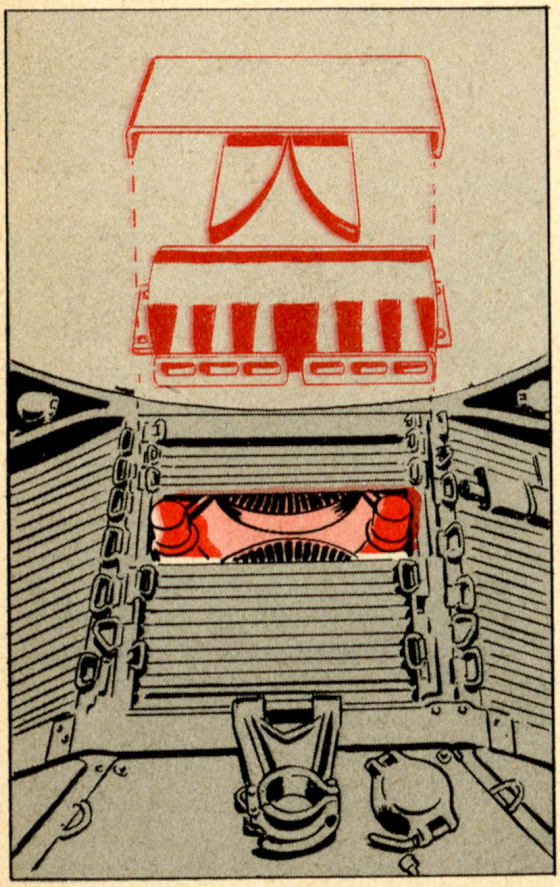
MUFFED MUFFLERS?

Dear Editor,

We feel we've found a way to head off some of those engine compartment fires that occur in M48 tanks.

Checking a fire the other day we noticed that the exhaust stacks were badly battered from installing the top deck with the muffler attached. Since the stacks are jointed and movable we figure the damage occurred because they were not lined up as they should be when the deck's replaced.

With improper joining, fire is allowed to escape, scorch the shrouds—and can result in a serious blaze.



So we now unbolt the muffler assembly from the top deck after the deck is removed, and put it back on after the deck is replaced—making sure to get a proper fit.

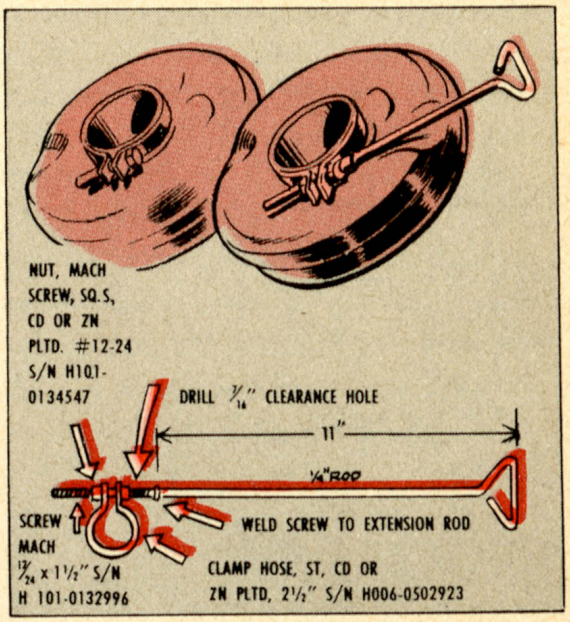
Capt Raymond B. Green
Fort Hood, Texas

(Ed Note—Looks like a good safety measure. Anything that'll quash a fire hazard is usually worth the effort. Also watch for this dope in the next revision of TM 9-7012.)

ROD EXTENDER

Dear Editor,

The carburetor air-cleaner unit of the 5-passenger 4x2 Chevrolet light sedan, series 1500-1949-50-51, has a habit of working loose. The mounting clamp at the base of the air-cleaner is pretty weak

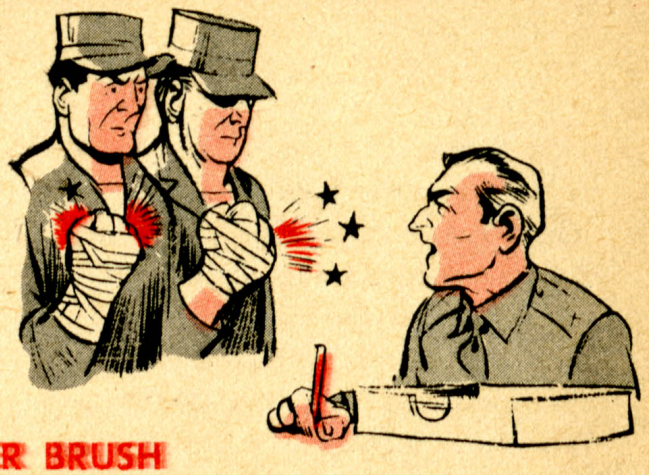


and is easily "stretched" out of shape under tension by the mounting bolt. Many times the bolt head cuts halfway through the clamp.

We extended the mounting clamp with a ¼-in rod extension and welded

it to the bolt head. This seems to do the trick. It also saves a lot of sore knuckles, since the conventional mounting bolt is rather hard to get at even with a screwdriver. Quite often the screwdriver slips out of the bolt head while loosening or tightening, which causes a run on "sick call."

Gerard B. Brault
APO 500, San Francisco



CHAMBER BRUSH

Dear Editor,

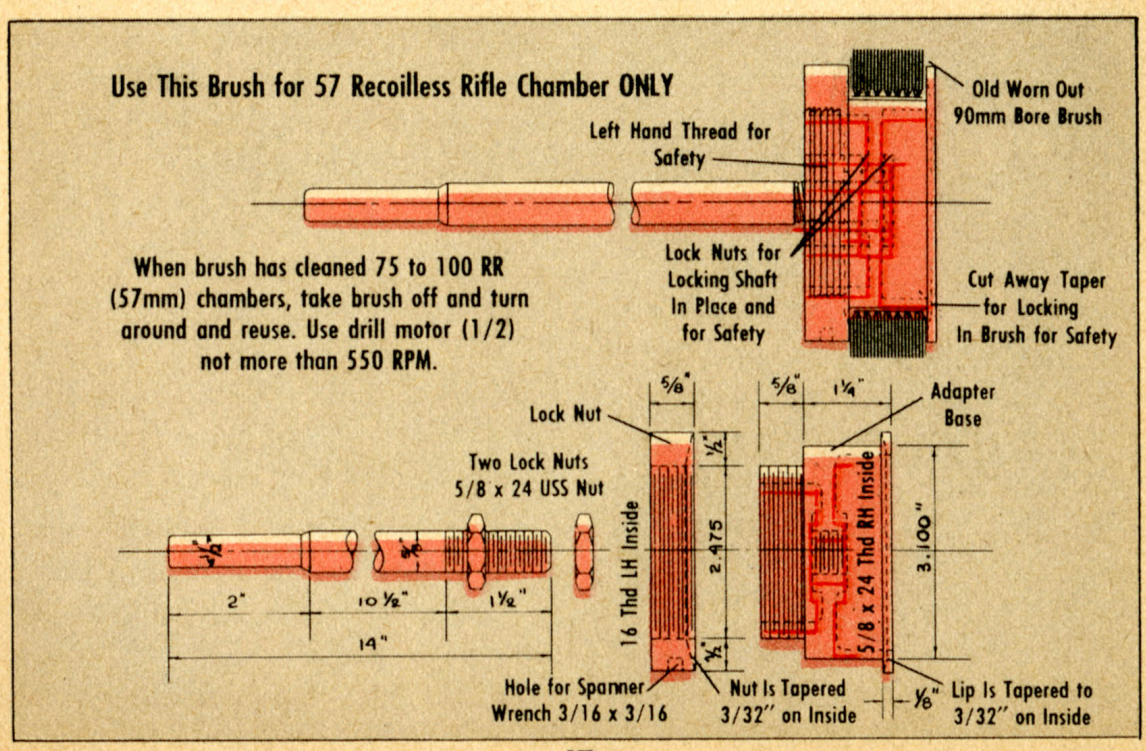
To take the time and sweat out of cleaning 57-mm recoilless rifle chambers by hand, when they're extra dirty and incrusted, you need two things. Get a worn-down 90-mm brush that is no longer good for a 90-mm tube, and the portable electric drill from your organizational tool set.

With the short-bristled 90-mm brush made to fit the ½-in drill (see sketch), just put bore cleaner in the chamber and ream her out. The 57-mm bore brush is no help in cleaning the chamber especially extra dirty ones, and doing the job by hand is a hit-and-miss affair.

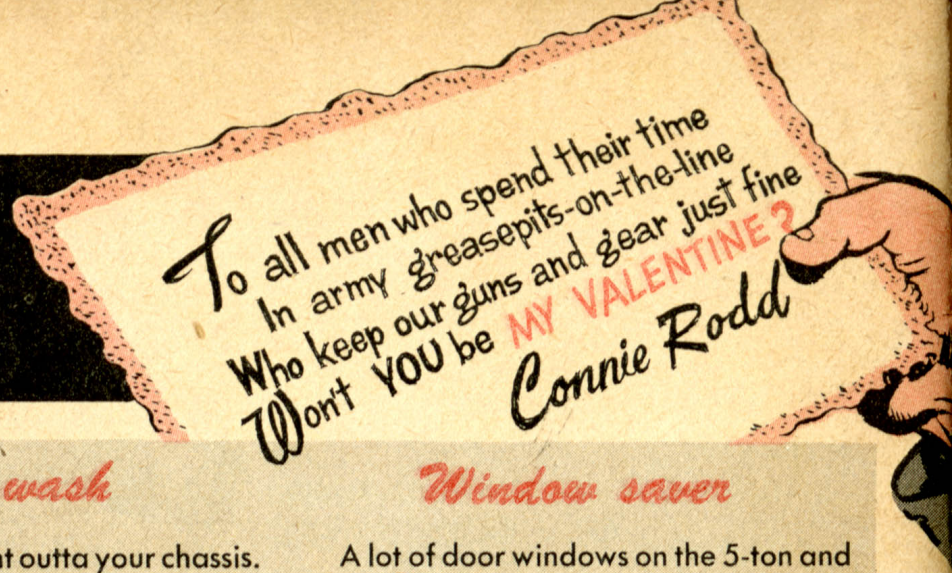
A rejuvenated 90-mm brush not only does the job faster, it cleans the hard-to-get-at chamber better.

Sgt William O. Hambrecht
Ft Dix, N. J.

(Ed Note—Just proves there's always a way to do a better job faster.)



Connie Rodd's BRIEFS



Salt wash

Wash that stuff right outta your chassis. Get rid of any calcium chloride before it corrodes your bottom. You can easily spot this icy road salt on your undercarriage—it looks like a gray powder when dry. Use fresh water and lots of it.

Keep your head

When it comes to that hood holder on your M37 ¾-ton truck, a guy can either use his head—or lose it. A gust of wind and an unsupported hood make a French guillotine look like a paring knife. You'll find that holder above your windshield —use it and don't lose it.

Lo overhead

When the thermometer goes up, up, up. Or when the temperature goes down, down, down. There's a very good reason why you've got to lubricate your vehicle more often than it says in the LO. Unusual conditions such as heat and cold, extra long periods of high speed operation, sand, dust or water can cut down mighty fast the grease protection you get from your lubes. What to do when conditions change?

Your TM covers the ground pretty well.

Window saver

A lot of door windows on the 5-ton and 2½-ton M34 series trucks have been breaking. The new "Urgent," MWO Ord G1-W69 (20 July 1955), puts a stop to this. Get your truck back to Ordnance post-haste and save yourself a cracked piece of glass.

Rev it up

Let's knock this 5-ton truck governor setting problem once and for all. A lot of guys still have that governor set at 2400 RPM, following some old instructions that have been long superseded. These governors are to be set at 2800 RPM, like it says in TB 9-837-6 (22 September 1954). This poop can help stop a lot of clutches from going to pot.

Gap-osis?

From your current M41 Bulldog tank manual (TM 9-730, June 51) maybe you've got the idea that the spark plug gap setting for Li'l Joe should be the same as on the main engine plugs. T'ain't so. As the next TM revision will show, the gap setting for that Detroit Diesel's (Model A41-1 or -2) plug is 0.017 to 0.020 inches.

No gas-work, please

Before any more buttoned-up winter operating of your M47 tanks, better make **sure** of one thing. Your Stewart Warner personnel heater should have an "O" ring gasket (G258-7700242) and washer (G248-7700243) to seal the exhaust outlet and mounting plate—and prevent leaks of carbon monoxide. If not—keep that crew compartment well ventilated till Ordnance has a chance to fix 'er up. There's an MWO on the way.

Happy torquey

TM 9-8024 (Oct 55) on the hydra-matic 2½-ton trucks tells you to torque the adjusting-nut to 60-75 foot-pounds when adjusting your wheel-bearings, and then back off ⅜ths of a turn.

No guesswork here

Why guess at the adjustment specs for your wheeled vehicles? Just keep a copy of TB Ord 529 (20 July 53) handy. You can get it on a "need-to-know" basis—as AR 310-90 (2 Dec 54) tells you. The TB deals with all your wheeled vehicles except the M38A1—use TM 9-8014 when handling this Jeep.

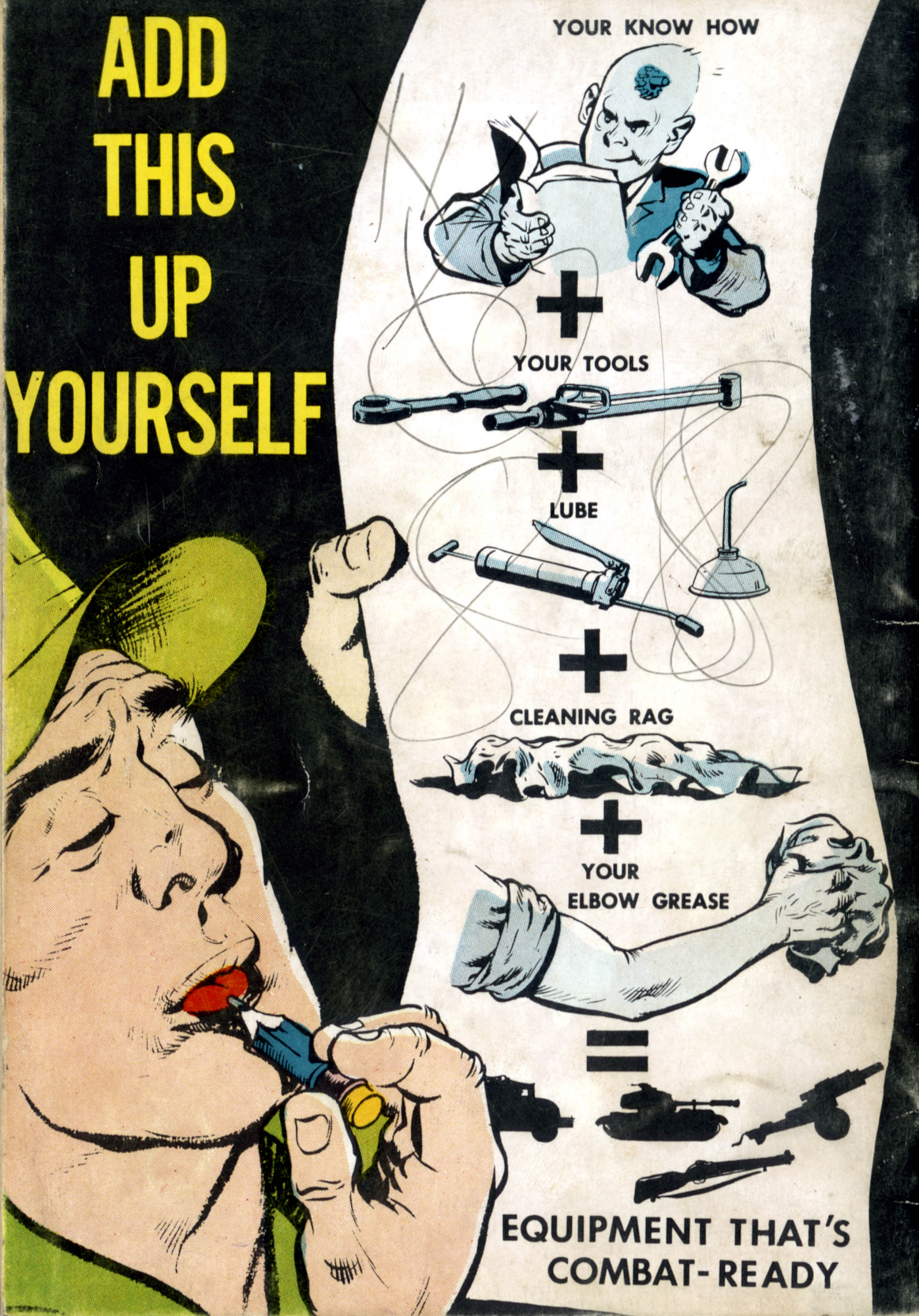
Extension kit

Need a rig for running your tank engines outside the tank? There's one out now that'll take care of just about any tank engine. Listed in the ORD 7 for your vehicle. It's: Kit, extension, electrical cables, it's fuel lines, Ord Stock No. 4910-383-3653. (Used to be Stock No. 41-K-86-860.) You coordinate with Ordnance to use it, natch.

The missing one

The word's out that you can now get a variable load resistor (Ord Stock No. 17-R-6249) for making tests on your vehicle's 24-volt system covered in TM 9-8030. It belongs in your Tool Set, Organizational Maintenance (2nd echelon) Set No. 1, Supplemental.

Duster juice

Place to check the no-load generator output on your M42 twin-40 (Duster) is at the accessory outlet receptacle—with the master relay switch OFF. On other track-wagons (see Page 5, PS #34) it's checked at the slave receptacle with the switch OFF. 'Course that's just for the voltage check—always keep the master switch ON for normal operation. You might want to read up on TM 9-761A.

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